

UNIV. OF MICH. N.
OCT. 20 1957
PERIODICAL
READING ROOM

G CANADIAN GEOGRAPHICAL JOURNAL



The Golden Glade

Franz Johnston, A.R.C.A., O.S.A.



THE CANADIAN GEOGRAPHICAL SOCIETY OTTAWA, CANADA



HONORARY PATRON

HIS EXCELLENCY THE RIGHT HONOURABLE VINCENT MASSEY, C.H.

HONORARY PRESIDENTS

CHARLES CAMSELL, C.M.G., LL.D., B.A. CHARLES G. COWAN, B.A.

BOARD OF DIRECTORS

Major-General H. A. YOUNG, C.B., C.B.E., D.S.O., C.D., B.Sc.E.E., President

Dr. C. I. MACKENZIE, Vice-President
Gen. A. G. L. McNAUGHTON, Vice-President
Dr. ARTHUR BEAUCHESNE, Vice-President

Mr. GORDON F. MACLAREN, Q.C., Honorary Counsel
Mr. A. G. MORDY, Honorary Treasurer
Mr. E. S. MARTINDALE, Honorary Secretary

Hon. A. E. ARSENAULT, Charlottetown, P.E.I.
Dr. MARIUS BARBEAU, Ottawa
Mr. R. H. CHESHIRE, General Manager, Hudson's Bay Company, Winnipeg, Man.
Mr. D. M. COOLICAN, Canadian Bank Note Company, Ottawa
Dr. PIERRE DANSEREAU, Université de Montréal, Montréal, Que.
Col. A. F. DUGUID, Ottawa
Vice-Admiral H. T. W. GRANT, Ottawa
Mr. K. A. GREENE, Ottawa
Mr. ERIC L. HARVIE, Q.C., Calgary, Alta.
Mr. GILBERT LaBINE, Toronto, Ont.
Dr. B. R. MacKAY, Ottawa
Dr. N. A. M. MacKENZIE, President, University of British Columbia, Vancouver, B.C.
Dr. J. B. MAWDSLEY, University of Saskatchewan, Saskatoon

Col. SIDNEY C. OLAND, Halifax, N.S.
Hon. N. M. PATERSON, The Senate, Ottawa
Mr. R. E. POWELL, President, Aluminum Company of Canada Limited, Montreal, Que.
Mr. R. GORDON ROBERTSON, Deputy Minister, Department of Northern Affairs and National Resources, Ottawa
Dr. H. J. ROWLEY, Resources Development Board, Fredericton, N.B.
Mr. V. W. SCULLY, Steel Company of Canada Limited, Hamilton, Ont.
Col. C. P. STACEY, Historical Section, Canadian Army, Ottawa
Dr. A. W. TRUEMAN, Director, Canada Council, Ottawa
Sir ALBERT WALSH, Chief Justice, St. John's, Newfoundland
Dr. J. T. WILSON, University of Toronto, Toronto, Ont.

Executive-Secretary and Editor of Publications

GORDON M. DALLYN

Editorial Committee

Mr. H. L. TRUEMAN, Ottawa, Chairman
Dr. F. J. ALCOCK, Ottawa, Vice-Chairman
MARGARET RODGER, Ottawa, Secretary

Mr. ARTHUR ANDREW, Ottawa
Dr. GEORGE W. BROWN, Toronto
Mr. E. BUSSIÈRE, Ottawa
Mr. J. W. CHURCHMAN, Regina
Dr. PIERRE DAGENAIS, Montreal
Dr. G. V. DOUGLAS, Halifax
Mr. WILFRID EGGLESTON, Ottawa
Dr. G. A. FRECKER, St. John's, Nfld.

Dr. F. KENNETH HARE, Montreal
Miss O. MARY HILL, Ottawa
Dr. M. E. LaZERTÉ, Winnipeg
Dr. R. O. MacFARLANE, Ottawa
Mr. I. S. McARTHUR, Ottawa
Abbé ARTHUR MAHEUX, Quebec
Mr. OLIVER MASTER, Ottawa
Dr. N. L. NICHOLSON, Ottawa
Dr. E. G. PLEVA, London, Ont.

Dr. D. F. PUTNAM, Toronto
Mr. B. T. RICHARDSON, Toronto
Dr. J. E. ROBBINS, Ottawa
Dr. J. LEWIS ROBINSON, Vancouver
Dr. LLOYD W. SHAW, Charlottetown
Mr. R. I. C. STEAD, Ottawa
Mr. D. M. STEPHENS, Winnipeg
Dr. M. Y. WILLIAMS, Vancouver

Auditors: Davis, Bishop & Company, Chartered Accountants



The Society's ambition is to make itself a real force in advancing geographical knowledge, and in disseminating information on the geography, resources and people of Canada. In short, its aim is to make Canada better known to Canadians and to the rest of the world.

As one of its major activities in carrying out its purpose, the Society publishes a monthly magazine, the Canadian Geographical Journal, which is devoted to every phase of geography — historical, physical and economic — of Canada, of the British Commonwealth and of the other parts of the world. It is the intention to publish articles in this magazine that will be popular in

character, easily read, well illustrated, and informative.

The Canadian Geographical Journal will be sent to each member of the Society in good standing. Membership in the Society is open to any one interested in geographical matters. The annual fee for membership is five dollars (Canadian currency).

The Society has no political or other sectional associations, and is responsible only to its members. All money received is used in producing the Canadian Geographical Journal and in carrying on such other activities for the advancement of geographical knowledge as funds of the Society may permit.



THESE BONDS CAN BUILD A FUTURE

Another Pavlova or a Florence Nightingale—what will she be when she grows up?

Canada Savings Bonds purchased now, can provide the necessary funds when it's time for college . . . for her trousseau . . . or for establishing a home. All the things that add up to a worthwhile future.

Should an emergency arise, Canada Savings Bonds can be redeemed quickly and easily for cash at face value plus earned interest.

Sign up for a Canada Savings Bond today. You can do it through banks, investment dealers, trust or loan companies, or on the payroll savings plan where you work.

Buy
**CANADA
SAVINGS
BONDS**

A Better Buy Than Ever—Interest: First 2 Years 3¹/₄%, Remaining 11 Years 4³/₄%



Sunlight in the October woods.

Malak

CANADIAN GEOGRAPHICAL JOURNAL

Published monthly by
THE CANADIAN GEOGRAPHICAL SOCIETY
Ottawa, Ontario

Editor - GORDON M. DALLYN

This magazine is dedicated to the presentation in authentic and popular form, with extensive illustrations, of the broad pattern of Canadian life and its industrial, physical, and cultural foundations.

The articles in this Journal are indexed in the *International Index to Periodicals* and in the *Canadian Index*.

The British standard of spelling is adopted substantially as used by the Government of Canada and taught in most Canadian schools, the precise authority being the *Concise Oxford Dictionary*, fourth edition, 1951.

Address all communications regarding change of address, non-delivery of Journal, etc., to the publication office, 1000 St. Antoine St., Montreal 3, Canada, giving old and new address. On all memberships, the expiry date will be printed on wrapper. This will constitute a receipt for subscription.

Membership dues of The Canadian Geographical Society, which include postpaid delivery of the Journal, are \$5.00 per year in any country, payable at par in Ottawa. All remittances should be sent to Head Office.

Member Audit Bureau of Circulations

Head Office: 54 Park Ave., Ottawa 4
(Tel. CE. 6-7493)

SPECIAL REPRESENTATIVES:
F. A. DALLYN

1000 St. Antoine St., Montreal 3
(Tel. UN. 6-5285)

21 King Street East, Toronto

GEORGE F. HENDERSON
1103 Mayor Bldg.,

1449 St. Alexander St., Montreal 2
(Tel. VI. 9-3571 or UN. 6-5285)

Europe: S/L W. H. CORKILL, M.B.E.,
The Mead, West Dampton Lane, Ramsgate, Kent, England.

CONTENTS

OCTOBER 1957 + VOLUME LV + NUMBER 4

COVER SUBJECT:—*The Golden Glade*, by
Franz Johnston, A.R.C.A., O.S.A.

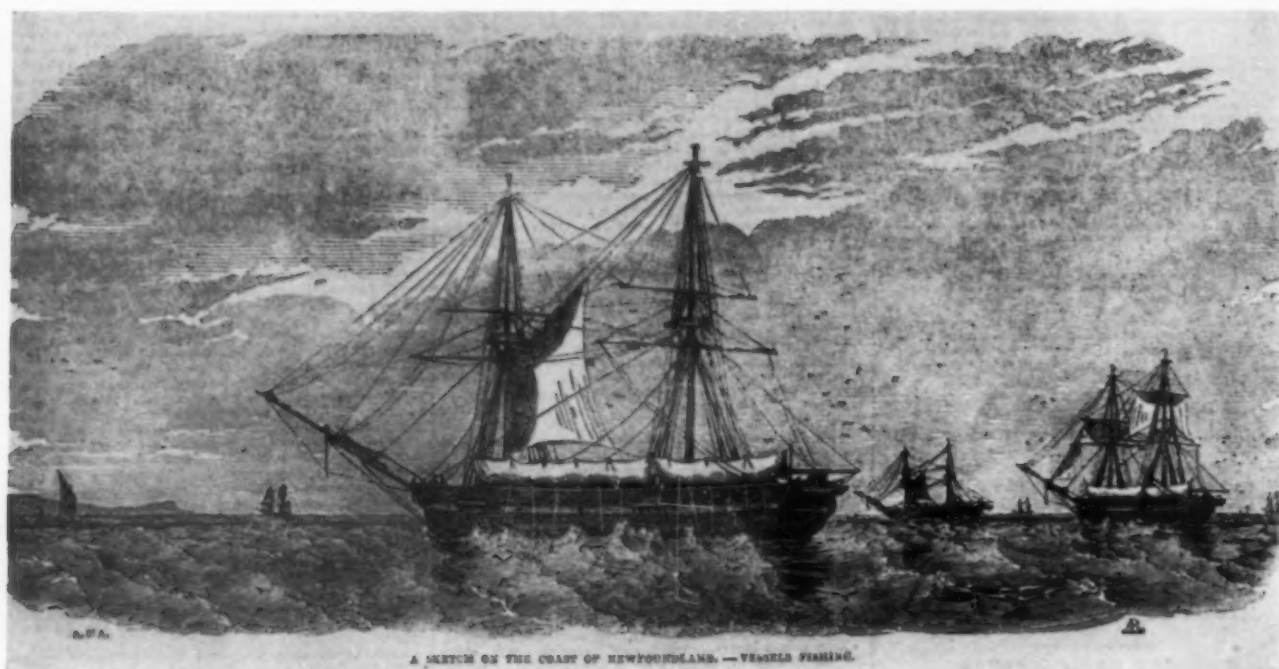
Plates by courtesy of Wm. E. Coultts Co. Limited

	Page
SOME RECENT CHANGES IN THE ECONOMY OF NEWFOUNDLAND by W. E. GREENING	128
THE FUKUBA STRAWBERRY OF JAPAN	150
MEMORIES OF MALACCA by DOROTHY M. FELS	154
FORT STEELE, BRITISH COLUMBIA by JAMES S. SHACKLETON	166
PICTURES OF THE PROVINCES—XII	168
EDITOR'S NOTE-BOOK	IX
AMONGST THE NEW BOOKS	X
THE TRAVEL CORNER	XI

CONTENTS OF THIS JOURNAL ARE COPYRIGHT

AUTHORIZED AS SECOND CLASS MAIL, POST OFFICE DEPARTMENT, OTTAWA

PRINTED IN CANADA



A sketch showing early Newfoundland fishing vessels. From the Pictorial Times of London, England, October 1844.

Public Archives of Canada

Some Recent Changes in the Economy of Newfoundland

by W. E. GREENING

NEWFOUNDLAND'S geographical position at the mouth of the Gulf of St. Lawrence and her isolation from the mainland of Canada in the past have given her economy and her mode of life a markedly different character from that of most of the other Canadian provinces.

Even more than in the case of Nova Scotia and New Brunswick, the outlook of her people has been directed towards the sea from which they have obtained their livelihood. Until recent years, settlement on the island had been largely confined to its 6,000 miles of rugged and rocky sea-coast, with its hundreds of bays, inlets, harbours and peninsulas. As a result of this concentration on maritime industries, an economy has developed in Newfoundland over the course of the past two centuries based largely on the export of one product — cod — to distant markets across the seas. The abundance of cod in the waters of the Grand Banks

off the south coast brought large fleets of fishermen from the maritime nations of Western Europe to this region during the sixteenth century. The first English settlements came into being in the region of the Avalon Peninsula in the south-eastern corner of Newfoundland during the same period. And in the succeeding centuries markets were built up for Newfoundland salted and dried cod in Brazil, some of the islands of the Caribbean and the southern countries of Europe, such as Portugal, Spain, Italy and Greece.

As this trade gradually grew in size and importance, settlements spread along the shores from St. John's northward in the direction of the Bonavista Peninsula and Twillingate and westward around Placentia Bay and the Burin Peninsula. Many scattered villages came into existence along these shores, wholly dependent upon fishing.

Since there were almost no roads, the sea

SOME RECENT CHANGES IN THE ECONOMY OF NEWFOUNDLAND

formed the only avenue of communication and transport. The majority of these communities were cut off completely from the outside world during the long winter months when their harbours were blocked by ice. And yet, because of this very isolation, these villages, with their weather-beaten little wooden houses grouped around the wharves, the church and the fishing stages, developed a vigorous and individual local culture. Over the years the Newfoundlanders created for themselves lively and beautiful folk music, interesting legends and folklore, and humorous and original turns of speech different from anything elsewhere in the English-speaking world.

By the middle of the nineteenth century, three types of cod fishing had developed along the coasts: the Grand Banks fisheries, the inshore, and the Labrador. In the case of the Grand Banks, annual operations usually began about the end of March, when fleets of schooners set off from the villages along the coast. Upon arrival at the Banks, the fishermen would go after the cod in small boats. The schooners remained at sea for several weeks and then returned to their home ports to land their catches to be dried and to get fresh supplies of bait. These voyages to the Banks would be repeated at least twice during the spring and summer seasons.

In the inshore fisheries the short season was at its height in July and August. Going out in

small dories from their villages, the fishermen would cover the adjacent coastal waters, using traps as well as hand lines and trawls. This type of fishing was a family enterprise. When the boat returned to port, the fisherman, his wife and the older members of his family had the laborious job of preparing the fish for curing. This consisted of removing the head, gutting the fish and splitting it to remove most of the backbone, known as the "sound bone". The fish were then washed and placed under salt in pounds erected for the purpose in a crudely constructed waterside shed called a "stage". The fish were left in the stage until they became "salt struck", then the family removed the fish from salt, washed them, piled them to press out excess water and finally spread them several times for complete sun-drying on the green-bough-covered (longer) framed "flakes" which are still such a prominent feature of the Newfoundland coastal settlements. During the summer months fishing for cod was carried on by similar methods along the coasts of Labrador, both by year-round residents and Newfoundland fishermen who came northward for the season. Some of these operated in small boats from local fishing stations. Others would cruise the coast from inlet to inlet in schooners. Whaling and sealing, too, have always been important maritime industries in Labrador.

The fisherman's life was a hard one. During their short season the inshore fishermen would

Cod fishing nearly a century ago. From a sketch in the Illustrated News of the World, London, England, October 1859.

Public Archives of Canada



FISHING FOR COD WITH THE NET.



C. G. J. map

SOME RECENT CHANGES IN THE ECONOMY OF NEWFOUNDLAND

toil eighteen hours a day to bring in as large a catch as possible. In the little time left over from fishing, repairing boats and tackle and doing numerous other jobs, some of these families would try to cultivate the small patches of land around their cottages, raising root vegetables such as turnips or potatoes, or perhaps would keep a cow or pig for their own food needs. But farming activities were always secondary and would be neglected if they interfered with the fishing operations.

The economic position of the average Newfoundland fisherman, both inshore and Grand Banks, was far from satisfactory. It was rarely that he possessed enough capital to buy his own fishing equipment for the season and his household supplies; he was usually forced to obtain these on credit from a local outfitting firm. The latter in turn was financed by one of the small groups of merchants in St. John's who controlled the fish export trade. At the end of the season the fisherman would turn over the whole of his catch to the local merchant as payment for his debts. The average fisherman would seldom make enough from a season's operations to clear himself of debt.

This economy had other serious weaknesses.

Commercial fishing on the island has never been confined to the catch of cod. Many other species of fish have been exported, including herring, halibut, haddock, salmon, redfish, and others. The herring fisheries were important during the nineteenth century. Lobster and salmon canning flourished, particularly along the west and south coasts, in the early part of the present century. But cod has always represented an overwhelmingly large percentage of the annual catch and, until recently, it has been the most important single item in the province's export trade. This has meant that the well-being of most Newfoundlanders has been vitally dependent upon the export of one product over whose prices and marketing conditions they have had little or no control. It is not surprising, under these circumstances, that the life of the majority of the population remained for many years close to the subsistence level.

Furthermore, the inshore fisheries have furnished a precarious livelihood to the coastal population because the conditions have varied greatly from season to season. In some summers, because of changes in the water temperature or shifts of the currents, the runs of cod

A characteristic coastline scene in Newfoundland. Fishing stages at La Manche.

Charles Hilderd





The plant of the Anglo-Newfoundland Development Company Limited at Grand Falls.

Anglo-Newfoundland Development Co. Ltd.

close to the coast might be disappointingly small and the season's operations a failure.

With fishing as the foremost industry, little attention was paid to the economic possibilities of the interior of the island during most of the nineteenth century and it remained for many years largely a wilderness. The ruggedness of the terrain and the difficulty of communications were in themselves enough to discourage settlement. The west coast is bordered by a series of mountains, the Lewis Hills and the Long Range Mountains and the Anguille Mountains, which extend from the northern peninsula down to the south-west corner in the vicinity of Port-aux-Basques. In places the Long Range Mountains rise to elevations of well over 2,000 feet. From these ranges a rocky plateau extends eastward, gradually sloping down towards the

Avalon Peninsula and the east coast. This plateau is intersected by many rivers whose power resources are considerable. In the lower sections of the plateau there are forests of white and black spruce, balsam, fir, birch and other hardwood species, which have been depleted by lumbering and by blight and fire during the past century. The upper sections of the plateau have been scoured by glacial action and are for the most part barren, with many lakes and bogs. It has been estimated that these forest sections do not cover more than one-third of the total land area.

One reason for the slow opening up of the interior is that the central regions have never seemed well suited to commercial farming. The soil in many sections is thin and of poor quality, stony with inadequate drainage, although there

SOME RECENT CHANGES IN THE ECONOMY OF NEWFOUNDLAND

are some belts of good farmland, particularly in the Codroy Valley in the south-west. The coldness and dampness of the local climate, combined with a short and late growing season, the lack of roads and absence of easily accessible urban markets, all tended to discourage the development of agriculture as a major occupation.

However, before the end of the nineteenth century, changes were beginning to appear in this economic picture. During the 1890s some of the largest deposits of low grade hematite iron ore in the world were discovered on Bell Island in Conception Bay in the Avalon Peninsula. The deposits extend from the shores of the island far out under the sea. The working of these deposits was begun in the first years of the present century by the Dominion Steel and Coal Corporation, which used the ore to supply its steel mills at Sydney, Nova Scotia. After the First World War, when there was a depression in the Canadian steel industry, further markets were found in Great Britain and Germany.

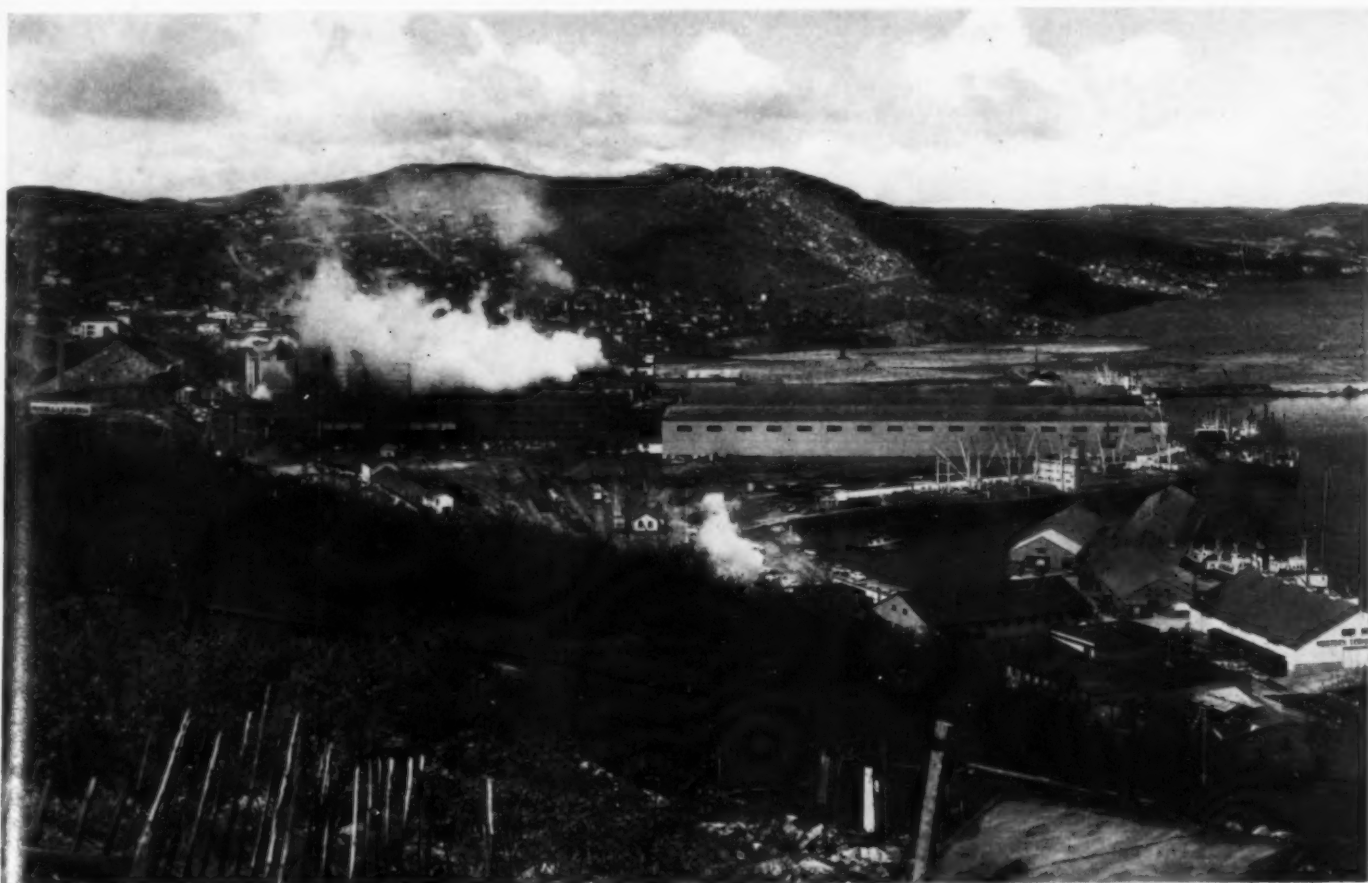
In the 1890s the Reid interests of St. John's, with the aid of English capital, built a railway

across the island from St. John's to Port-aux-Basques. This project opened up a large section of the interior and brought about the discovery of important new resources. This was the era when North American and British publishers had begun to seek out new reserves of low-cost and easily available pulpwood for newsprint production. Newfoundland, with its spruce forests and its water power, seemed to be well adapted for this type of manufacturing.

A new phase in the development of the island began in 1905, when English newspaper interests set up the Anglo-Newfoundland Development Corporation. This corporation obtained valuable water power sites and extensive forest concessions from the Newfoundland Government and began construction of a pulp and paper mill at Grand Falls on the Exploits River near the north-east coast, about 300 miles north-west of St. John's. The mill was opened in 1909 and supplied for many years the bulk of the newsprint for the London *Daily Mail*. The Anglo-Newfoundland Development Corporation also obtained control of deposits of lead, zinc and copper ores at Buchans on Red Indian Lake some distance to the west of

Bowater's plant and marine terminals at Corner Brook.

Macleod-G. A. Milne & Co.





Overall view of log-stacker, pulpwood pile and conveyors of the Bowater plant at Corner Brook.

Macleod-G. A. Milne & Co.

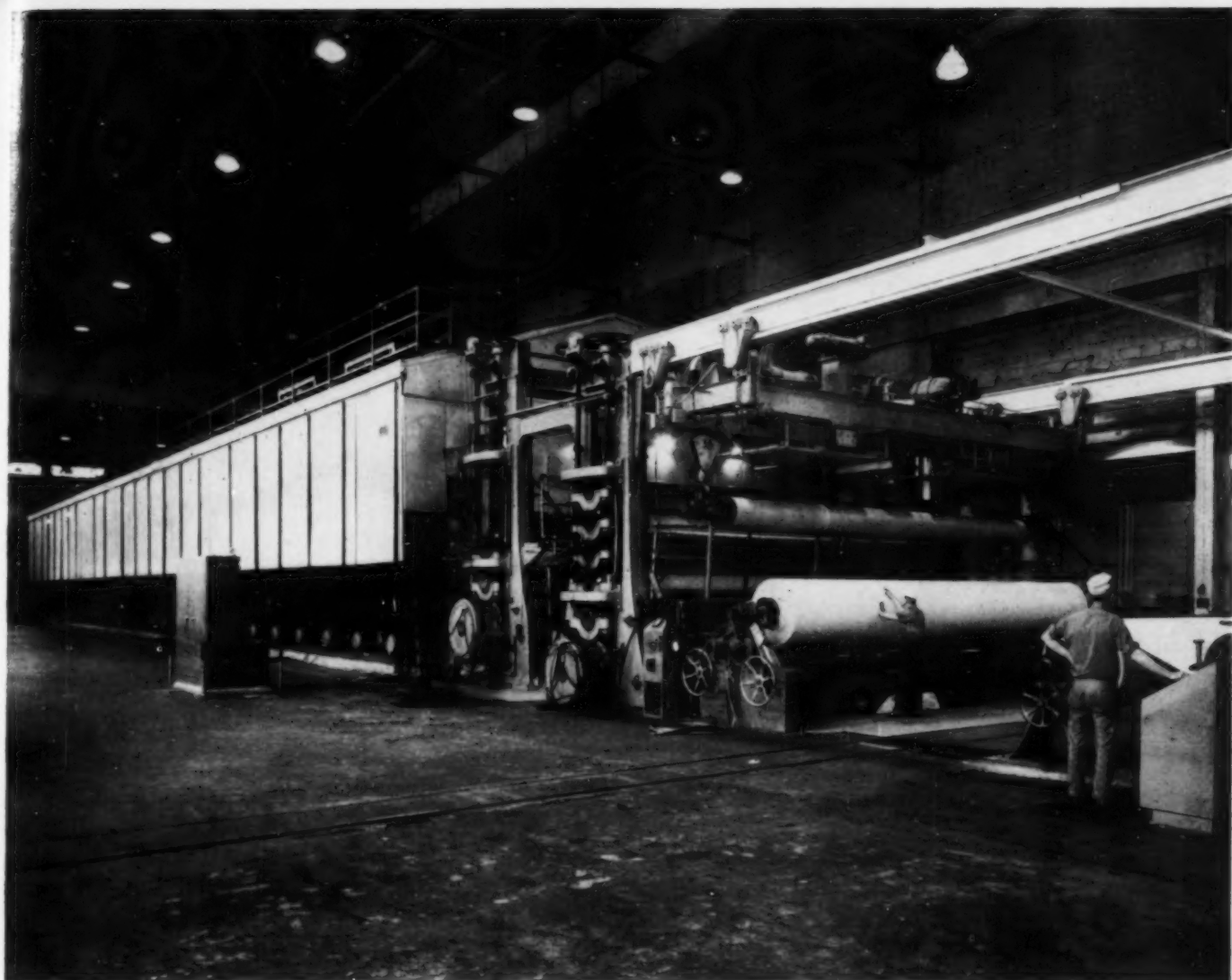
Grand Falls. Production at this mine, however, did not begin until the 1920s.

Also in the 1920s British and Newfoundland financial groups, with the aid of the two governments, built a second large pulp and paper mill at Corner Brook at the mouth of the Humber River on the west coast. Partly because of depressed conditions in the pulp and paper industry, this project failed to prosper and, after being sold to the International Paper Company in 1928, came under the control of the Bowater Paper Corporation Limited of London, England, in 1937. During the past two decades there has been a rapid increase in the demand for newsprint in the United States, where the bulk of the output of this mill is shipped. Bowaters have spent millions of dollars in the installation of new machinery and

in other improvements at Corner Brook, until today this mill is one of the largest and best-equipped in the world, with a capacity of 1,000 tons of newsprint and 150 tons of sulphite pulp a day. The Anglo-Newfoundland Development Corporation, in addition to acquiring the Reid mill at Bishops Falls on the Exploits River, improved and modernized its mill at Grand Falls, whose capacity is now about 800 tons a day.

Today these two corporations directly and indirectly are among the largest employers of labour on the island. Their combined working force of over 10,000 people includes, in addition to the employees in the mills, the men engaged in their far-flung forest operations, which now extend into every region of the island.

Bowaters control forest reserves of over



7,000,000 acres. The two companies, in connection with their forest programme, have done a great deal of valuable work in opening up remote regions. Many of the forest depots of Bowaters, such as Main Brook in the Northern Peninsula and Baie Verte on the north-east coast, are modern communities. Here dwell the hundreds of men employed in the cutting operations and in transporting the logs to Corner Brook. Other large numbers of workers at these depots are employed in fire prevention and in combating the destructive insect pests, such as the spruce budworm and the hemlock looper.

The advent of the pulp and paper industry

Above:—

One of the largest modern paper-making machines in the world — "number seven" in the Corner Brook mill.

Macleod-G. A. Milne & Co.

Right:—

Loading rolls of newsprint aboard the vessel Sarah Bowater at the mill wharf.

Macleod-G. A. Milne & Co.





The town of Belleoram on Fortune Bay on the south coast.

N.F.B.

and of the mining developments brought notable economic changes. For the first time, the fishing population was provided with an alternative means of livelihood. The pulp and paper mills opened the door to highly skilled and better paid employment opportunities. At first, most of these positions were held by outsiders, but in recent years this situation has been reversed. Together with the introduction of labour unions into the mines, the lumber camps and the pulp and paper mills, these developments have helped to raise the levels of wages and standards of living.

It was not long before large numbers of fishermen began to take jobs during the off-season in the winter months as lumbermen and woodworkers on the forest reserves controlled by the two corporations. Since 1934, when the companies decided to shift cutting operations

in the woods to the summer months and the hauling of logs to the mills to the following winter, an increasing number of fishermen have abandoned the sea completely and have taken full-time positions in the pulp and paper industry, either in the mills or in the forests; but seasonal labour in this field has by no means disappeared.

The need for further diversification of the island's economy became more apparent in the inter-war period. For a variety of reasons, including disturbed political and trade conditions and the sharper competition from other fishing countries, the markets for Newfoundland dried cod in such European countries as Italy, Spain and Greece, and also in Brazil, declined drastically. In the early 1930s, during the depths of the world depression, the prices of cod and other local fish products on world markets had



In Trinity Bay area the provincial government has helped establish mink ranching. Fish and whale-meat are used as mink food. A view of the town of Trinity, Trinity North.

N.F.B.

sunk so low that over one-fourth of the fishermen's families along the coasts were on relief. This situation brought on a financial crisis and led to the setting up of a Commission form of government which lasted till confederation with Canada in 1949. The Commission took what measures it could to rescue the island from its desperate economic plight, but it was not until 1940 that the pronounced change for the better came. The establishment of American and Canadian naval, air and army bases at such points as Fort Pepperrell, Argentia, Botwood, Gander and Stephenville brought a new wave of prosperity and created many well-paid new jobs and a great deal of business for local firms and industries.

Following the close of the Second World War came the extremely important economic effects of political union with Canada. The ex-

tension to Newfoundland of the Canadian system of social security legislation, such as family allowances, old age pensions and unemployment insurance, and the improvement of medical and health and hospital services in its outlying regions have already done much to raise the general standard of living.

Union has also had other effects on the economy of the island. Prior to 1949 there had been a considerable number of small industries operating to meet local needs, such as boot and shoe, confectionery, paint, and furniture factories located in the St. John's area. These had enjoyed a fairly heavy tariff protection. But, as a result of union, these tariffs were removed, and for the first time the local industries felt the full force of the competition of much larger firms on the Canadian mainland. This situation has caused some economic dislocation.



Nestled between the cliffs and the sea is the town of Francois on the south coast in the district of Burgeo-La Poile.

N.F.B.

With union and the restoration of parliamentary government, a new Liberal administration came into office at St. John's under the dynamic and enterprising leadership of Joseph Smallwood. This administration has sought vigorously to stimulate economic and industrial progress. It has launched a programme of aid to local industries which has taken several forms. In some cases, the government has financed the establishment of new firms with the idea of turning them over to private interests once they were running successfully. It has given financial aid to other industries and has induced European financial and industrial groups to invest capital on the island. It has been estimated that since 1949 the Government of Newfoundland has provided a total of \$24,000,000 to assist eighteen new industries.

The list included such enterprises as a knitting mill, a tannery, a shoe manufacturing plant, cotton mills, a glove plant, hardboard plants, a gypsum plant, a confectionery and chocolate plant, an electrical products plant, a rubber products plant, and others.

This programme has met with mixed results. Some of these plants have failed to operate at a profit because of the high cost of the imported raw material, inability to compete with firms on the Canadian mainland, lack of skilled labour, and for a variety of other reasons. But several of them, chiefly those based on native natural resources, have met with success. Newfoundland Hardboards Limited, located near St. John's on the Avalon Peninsula, uses local birch for the manufacture of veneers, plywood, flush-doors and flooring for markets both on

SOME RECENT CHANGES IN THE ECONOMY OF NEWFOUNDLAND

the island and the Canadian mainland and in the United States. Another firm makes plywood for use by Canadian furniture manufacturers. A third fairly successful new industry is a gypsum plant, located near Corner Brook on the west coast, manufacturing gypsum, plaster board and plaster lath for Newfoundland and mainland markets. The North Star Cement Company, situated in the same region at Humbermouth, according to a recent statement of Premier Smallwood, has today a practical monopoly of the local markets. The Terra Nova Textiles and the United Cotton Mills are two other industries sponsored by the government which have been able to build up a demand for their products on the island.

Whatever its shortcomings may be, this programme of government aid to new industries has certainly created new jobs for Newfoundlanders. They have provided employment for up to 2,500 workers and over the past eight years have spent an estimated \$40,000,000 in wages, salaries and local purchases.

Another important phase of this programme

of the Newfoundland Government has been its aid to the local fisheries industries. It first discovered the possibilities of the newly-developed frozen fish trade during the Second World War, when a large market was found for Newfoundland frozen cod in the United Kingdom. P. D. H. Dunn, commissioner for natural resources for the province, foresaw that much of this demand would disappear with the end of the war but that substitute markets could be found elsewhere. Although there was little possibility for the expansion of this trade on the Canadian mainland because the markets were supplied by the fisheries of the Maritime Provinces, promising outlets existed for Newfoundland frozen cod, haddock and redfish in the mid-western regions of the United States. During the past few years, the Newfoundland Government has helped establish marketing agencies in that region, and has sponsored the setting up of a service of refrigerator steamers which transport the frozen fish directly from Newfoundland ports up the St. Lawrence to cities on the American side of the Great Lakes. The

S.S. Springdale at Pilley's Island, Notre Dame Bay, on the north coast. A mining company is working copper deposits and plans to construct a large mill in this region.

N.F.B.



government also aided this branch of the industry by the construction of freezing and processing plants at various points along the island's coasts. By 1956 there were twenty-two such plants in operation and two more under construction. It has been estimated that these give steady employment to over 3,000 workers.

Through the agency of the Fisheries Board, the Newfoundland Government has striven in many ways to improve the general position of the industry and to raise the income level of the fishermen. In accordance with this policy, the government has instituted a system of inspection which today covers all branches of the industry and regulates the quality of the fish shipped for foreign markets. This has ensured a superior and more uniform product. It also fixes the prices which fishermen receive for their catch and it has centralized the marketing of certain important fish products, such as dried cod.

Both the Federal and the Newfoundland Governments have sponsored loans to fishing firms, particularly in the Grand Banks trade, both for modernization of the equipment of existing ships and for replacement of schooners by larger vessels such as trawlers, long liners and draggers. These ships have a longer cruising range, are able to operate in rougher weather and, with the aid of mechanized equipment, can handle a much larger catch.

Through the combined work of the Federal Department of Fisheries and the Newfoundland Experimental Fisheries Board, which was set up in 1951, a great deal of research has been done in recent years into many problems and questions connected with the industry. A further feature has been the attempt to increase the efficiency of the industry, and at the same time to improve the living conditions of the population along the coast by gradually moving local residents out of small isolated settlements where fishing is no longer very productive to larger communities with new freezing and processing and drying plants, where they will enjoy the benefits of better schools, housing, and proper medical and hospital services. The Newfoundland Government is very anxious to end conditions of isolation. There has already been a considerable migration of population in

coastal areas and this movement is likely to become more pronounced in the future.

There is no doubt that real progress is being made in the conditions of the fishing industry on the island. The situation of the average fisherman is certainly much better today than it used to be. He and his family are better housed, clothed and fed.

It is true that the industry is not expanding. The total annual catch of all species decreased in volume from about 575,000,000 pounds to 568,000,000 pounds between 1952 and 1956. The numbers employed in the inshore fisheries had decreased to about 14,300 in 1956 — about half the number employed in 1949. The markets for fresh frozen cod, haddock and redfish in the United States, after expanding so rapidly in the period after the Second World War, seem to have reached a saturation point. On the other hand, in spite of declining production in recent years, there are good chances for the revival of the dried cod industry, since a steady market remains for this product in parts of the West Indies, such as Puerto Rico and Jamaica, and in Italy where it is still a staple food. For this reason, the government now has almost abandoned construction of new freezing plants and has concentrated on the opening of artificial drying plants. In spite of the growth of other industries, fishing still remains a source of livelihood for thousands of Newfoundlanders and retains a central place in the economy. With its present programme of aid, the government may eventually be able to slow down the exodus of Newfoundlanders from the industry and place its operations on a more stable basis.

The government has been endeavouring also to improve the general condition of agriculture. Detailed surveys have been made of the regions which show possibilities for development, and new areas of better class farmland are gradually being brought into cultivation. The Farm Loan Bureau has provided aid to settlers for the clearing of land and the purchase of livestock and farm implements. In recent years the areas sown to hay and used as pasture have increased considerably and the government has been encouraging the raising of livestock, particularly beef cattle and sheep — partly to reduce the dependence on expensive imported meat. It has

SOME RECENT CHANGES IN THE ECONOMY OF NEWFOUNDLAND

also been interested in increasing the cultivation of vegetables other than the traditional root crops, and such species of fruits as strawberries, apples and pears. Poultry farming has grown rapidly and has spread into many regions of the province.

The government has helped establish mink ranching in the Trinity Bay area, based on the use of fish and whale-meat as mink food. Bog lands in the interior are being drained and planted with grasses in order to make them suitable for farming. With all of these measures, there has been a slow but steady shift from the sideline type of farming practised in the past by the fishing people to full-time agriculture. During the next decade, with the construction of new roads, improvement of transportation, and growth of urban areas and new industries, this trend is bound to increase.

Another field in which great progress has been made is that of mining. There has been a great deal of prospecting activity all over the island recently. New surveys undertaken by mining companies seem to indicate that mineral wealth is greater and more varied than had

been thought. The region of the Long Range Mountains along the west coast, which is made up of Precambrian formations, is the same type as those areas in which vast mineral finds have been made on the Canadian mainland. The central plateau, which extends eastward from this range, appears to hold promise of such base metals as copper.

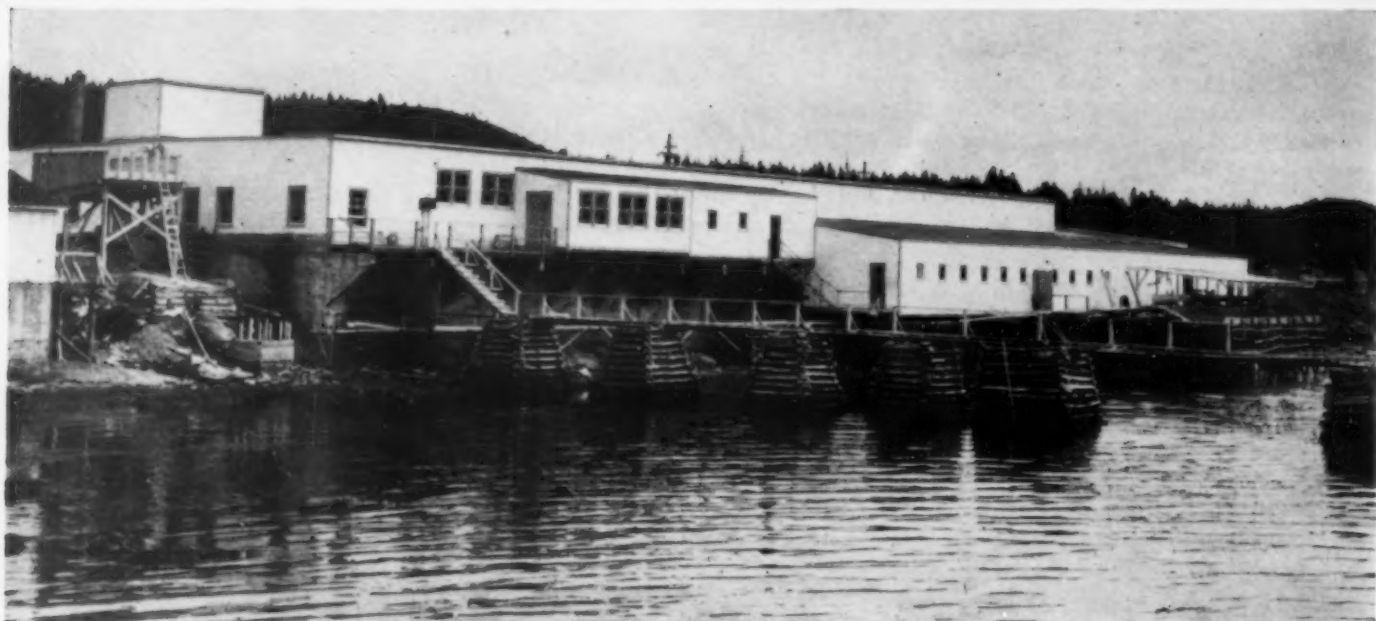
At present, the two oldest large mining enterprises in this region, the iron ore mines at Bell Island and the lead-copper-zinc mines at Buchans, are still very productive. The reserves at Bell Island are very large, and it would seem that mining operations can continue there almost indefinitely. At Buchans, the discovery of of new ore body and the sinking of a new shaft renewed the original possibilities of the property.

Newfoundland possesses the second largest fluorspar reserves in the world in the Burin Peninsula in the south-east region. This mineral is used chiefly as a flux in the production of open-hearth steel and it is an element in the making of hydrofluoric acid. These deposits are being worked on a large scale by the Newfoundland Fluorspar Company for markets in

On Hermitage Bay on the south coast is the town of Pushtrough. Newfoundland has many colourful place-names.

N.F.B.



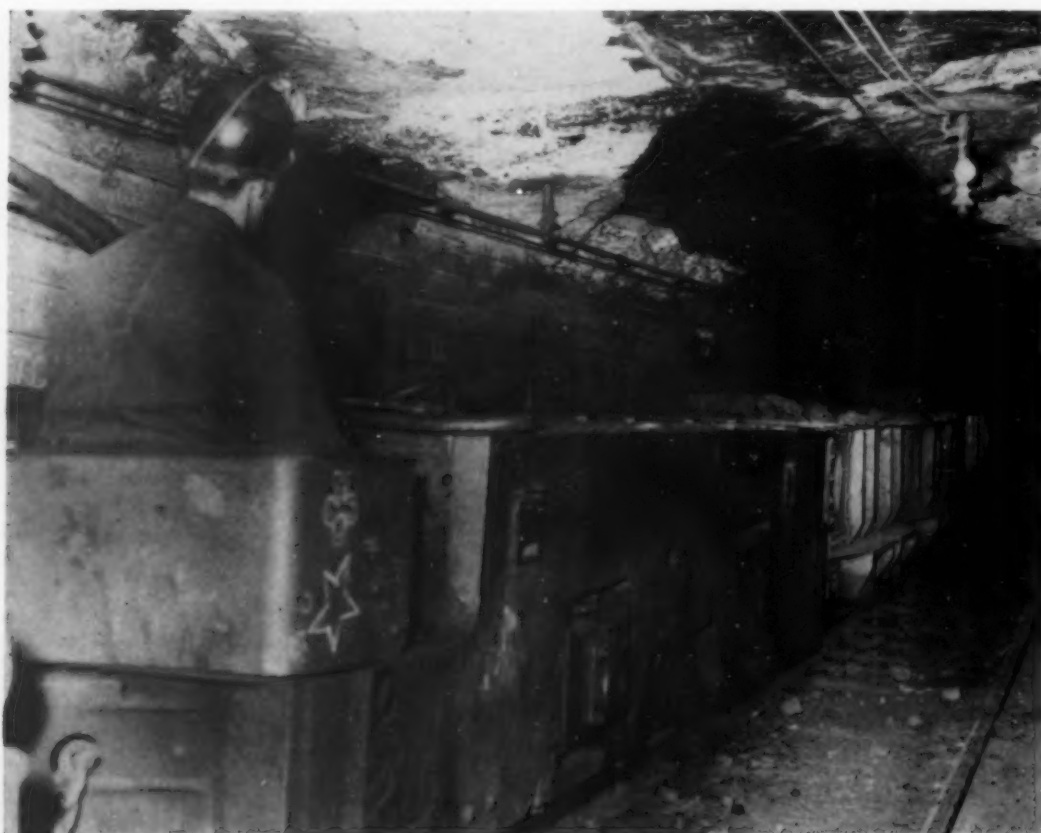


The mink plant of the Newfoundland Fur Farmers Co-operative, with its adjacent fish freezing and processing plant.

Maurice Broomfield Ltd.

Canada and the United States. Limestone deposits are also abundant in several regions. Quarries are being worked by the Dominion Steel and Coal Corporation at Agathuna on the west coast between Corner Brook and Port-aux-Basques and by Bowaters Newfoundland Pulp and Paper Mills Limited at a site near their mills at Corner Brook. Limestone from the Agathuna mine is used as a flux for the manufacture of steel in the Dominion Steel and Coal Corporation's plant at Sydney, Nova Scotia.

There has been a considerable revival of interest in the copper deposits which were worked before the First World War along the north-east coast in the vicinity of Notre Dame Bay. The Boylen mining interests of Toronto have brought into operation some long-abandoned copper workings at Tilt Cove. These interests have announced plans for the construction of a mill there at the cost of several million dollars, which it is stated will produce 2,000 tons of copper a day. This mining group has recently



*Left:—
An electric locomotive pushes cars loaded with iron ore in operations beneath Newfoundland's Conception Bay, off Bell Island.*

Dosco

*Right:—
Setting up diamond drill at Julian iron deposit. Julian Lake, Labrador, September 1957.*

Canadian Javelin

SOME RECENT CHANGES IN THE ECONOMY OF NEWFOUNDLAND

discovered promising asbestos deposits at Baie Verte in the same region.

The area which has the most interesting and promising future from the mining standpoint, however, is the vast wilderness of Labrador, with its bleak and rugged mountains, turbulent rivers and many majestic fiords, inlets and bays. Much information on the geological and the geographical features of Labrador is still lacking. Extensive investigation will be necessary before any accurate and detailed inventory can be made of its natural resources. But it is already becoming apparent that its mineral riches may be as great as those of the regions of Northern Quebec to the west which form part of the same Precambrian Shield formation. And the numerous rivers which carve narrow and steep channels through the coastal ranges of mountains on their way eastward from the central plateau to the sea are capable of generating enormous quantities of hydro-electric power.

The spectacular progress of the iron ore project of the Iron Ore Company of Canada in the Knob Lake area, near the boundary between Labrador and the Province of Quebec, has drawn the attention of the world to this region, but equally important and far-reaching mining developments are under way in other sections of Labrador. Since 1950, the interest of financial and industrial groups in Europe and the United States in the economic possibilities of this region has become very keen. Large Canadian and American mining corporations such as Frobishers Limited, the Falconbridge Nickel Mines and New Jersey Zinc Exploration Company (Canada) Limited, have obtained from the Newfoundland Government rights to explore for minerals, and are doing a great deal of prospecting work.

Seven British companies, headed by the banking house of N. M. Rothschild and Sons of London, in 1953 organized British New-



foundland Corporation Limited. The objects of the company are "to explore, investigate and develop the natural resources of Newfoundland and Labrador and in particular . . . to expand and develop . . . the mining, timber, water power, petroleum and other industries using such natural resources."

Under an agreement made with the Newfoundland Government, the British Newfoundland Corporation was granted mineral exploration concessions over an area of 50,000 square miles in Labrador and 10,000 square miles in Newfoundland. This corporation also gained a large timber concession on the shores of Lake Melville and Grand Lake in Labrador and an option to harness the power in all the uncommitted streams and waterways on the island of Newfoundland and in Labrador. The company which was responsible for the first discovery of uranium in the province in the Makkovik area of Labrador, is conducting extensive geological, mapping and aerial surveys covering wide areas of the province. Some interesting finds have already been made.

The most extensive power site thus far located in Labrador is located on Grand Falls of the Hamilton River, about 150 miles inland from the Atlantic coast. Here this river, in a series of rapids and spectacular waterfalls, descends from the central plateau into a deep narrow valley, Bowdoin Canyon, with a drop of over 1,000 feet in sixteen miles. Engineering surveys made recently at Grand Falls indicate that there is a potential here of 4,000,000 horsepower at a single site, which can be developed economically in stages of 1,000,000 horsepower. Farther down the river, below Grand Falls, another potential 2,000,000 horsepower is available in the Hamilton River. The increasing demand for power in Eastern Canada indicates that early development is a real possibility.

British Newfoundland Corporation has built a road 106 miles long through the wilderness from the rail line of the Quebec North Shore and Labrador Railway to a spot near the falls. The object is to shorten the interval which must elapse between the sale of sufficient power to justify commencement of the project and the date on which power could be delivered. One of the company's main tasks at present is

to obtain customers for such a development.

There is also a good deal of untapped power in the rivers of the interior of Newfoundland. Surveys indicate that the amount of hydro-electric energy that still remains to be developed is about 600,000 horsepower. British Newfoundland Corporation has recently been making an examination of some of these sites, one of the most promising of which is located on Bay D'Espoir on the south coast. The rivers flowing into the sea at this point, including the Salmon and the Grey, have a potential of about 300,000 horsepower. The region has many advantages from the industrial standpoint, including an ice-free port which is easily accessible to world shipping.

The chief consumer of power on the island has been the pulp and paper industry, but the public utility companies, including the United Towns Electric Company and the Newfoundland Light and Power Company, have been



SOME RECENT CHANGES IN THE ECONOMY OF NEWFOUNDLAND

extending their services to domestic consumers and the consumption of power for domestic uses has been rapidly growing. In St. John's alone, domestic consumption rose from 27,500,000 kilowatt hours in 1952 to 55,000,000 kilowatt hours in 1956.

In addition to British Newfoundland Corporation projects, other mining developments are under way in Labrador at present. During the past two years, Canadian Javelin Limited of Montreal has obtained from the Newfoundland Government the mineral exploration rights to an area of more than 4,775 square miles in the Wabush Lake region of southern Labrador. This is about 200 miles north of the Gulf of St. Lawrence, close to the Quebec-Labrador boundary and the line of the Quebec North Shore and Labrador Railway between Seven Islands and Schefferville on Knob Lake. Geological surveys made by the corporation

have indicated the presence of more than one billion tons of low-grade hematite and magnetic iron ore in the Wabush Lake region. Arrangements have recently been made between the Canadian Javelin Limited, the Newfoundland Government, and Canadian and American steel interests, including the Steel Company of Canada and Pickands Mather and Company of Cleveland, Ohio (representing American steel firms), for opening up the extensive mineral deposits.

Canadian Javelin Limited have arranged to secure financial control from the Newfoundland Government of the Newfoundland Labrador Corporation. This was formed several years ago by the Newfoundland Government to stimulate the development of the province's natural resources and has control of 10,000 square miles of spruce forests in central Labrador as well as valuable mineral concessions.

The powerhouse of the Bowater Power Company and the town of Deer Lake.

Maurice Broomfield Ltd.



The mines at Wabush Lake are expected to be brought into production within the next few years and may produce 22,000,000 tons annually by 1966. As in the case of the one in the Knob Lake region to the north, this project is being planned on a very large scale and will involve the laying out of at least two completely equipped model communities in the wilderness for the accommodation of the workers in the two mines at Wabush Lake and Lake Julian. The completion of this vast project will certainly mean an immense step forward in the opening up of the resources of the Labrador region.

Of signal importance in the economic development of Newfoundland is the future of its forest industries, which today are the most important on the island in terms of value of production. Several years ago the Newfoundland Government appointed a Royal Commission to make a detailed study of the forest reserves both of the island and of Labrador. The report of this commission, published in 1955, pointed out that the close relationship between the rates of growth of the existing forest reserves

and the cutting programmes of the two pulp and paper companies did not seem to indicate any large possibilities for the expansion of the industry. But the report pointed out also that there was a considerable amount of mature or over-mature forest ready for cutting on the island as well as substantial untapped reserves of first-class spruce and balsam, along the south-east coast of Labrador. The commission claimed that the reserves on the island with those in Labrador would be sufficient to supply the raw material for a new pulp and paper mill with a capacity of from 450 to 500 tons a day, possibly on the north-east coast of the island.

There has also been some discussion of the construction of a new mill in the Hamilton River region and the Lake Melville region of Labrador, close to the pulpwood reserves there. The geographical remoteness of this area and the high cost of transportation would seem to rule out such a project for the time being. But it is agreed that the pulpwood reserves of Labrador, which total 49,000,000 cords, will eventually be utilized in some form or other.

Moonlight on Bonavista Harbour on the east coast.





A link in the Trans-Canada Highway system, five miles from Corner Brook.

One major barrier to the economic progress of the island has been the lack of good roads, both in the coastal regions and in the interior. Until recently, much of the road construction had been done by the two pulp and paper companies, which have built many roads to their lumber depots in remote forest area. It has been estimated that Bowaters had constructed over 650 miles of roads in various parts of the island up to the end of 1954. At the time of union with Canada, in 1949, the transportation and communication situation on the island remained very unsatisfactory. Although the Avalon and Bonavista Peninsulas and the regions around Corner Brook and Port-aux-Basques along the west coast are fairly well supplied with roads, these systems which were designed for local needs are not well linked with

each other. Many communities along the south coast of the island and in the north-west peninsula are still completely isolated. The unsatisfactory state of land communications is shown by the fact that even today there is no through-road for automobiles across Newfoundland from east to west and from St. John's to Port-aux-Basques. Gaps still exist in this route in the region of Terra Nova National Park and Bonavista Bay where the present communication link is a ferry.

Since the present provincial administration came into office it has been much concerned with improving the road system, which is so vitally important to the future of Newfoundland. At the present time, in co-operation with the Federal Government, it is working to complete the highway across the island by 1960.*

*See Canadian Geographical Journal, February 1957, "The Trans-Canada Highway."

In recent years, the government has built many other shorter roads to reach isolated communities both in the interior and along the coast. This programme has already provided roads for some 150 settlements which had no links with the main highway systems of the island in the past and it has also made accessible regions with a total population of over 100,000 where roads have been either non-existent or of limited use. For example, the roads in the isolated Baie Verte region along the north-east coast are going to be linked by the end of 1957 with the trans-island highway. In addition, the provincial government is working with the two pulp and paper companies on the construction of several other important roads in this region.

To improve travel conditions and encourage the tourist trade, the provincial government has been making loans to private groups for the construction of new hotels and tourist camps at various points across the island. With the provision of better travel facilities, such as roads and hotels, this province, with its impressive scenery and its distinctive atmosphere, should become a major tourist region of Eastern Canada.

With these diverse developments, the whole economy of Newfoundland has been changing rapidly during the past decade. Although fishing will certainly continue to be a leading industry, it is unlikely that it will ever again occupy the predominant position that it enjoyed twenty years ago. Today it is surpassed in the total value of its production by both the pulp and paper and mining industries. And with the rapid growth of these and the encouragement of new secondary local industries the economy is becoming more diversified.

According to the latest surveys, the economic future appears bright. With the discoveries of new mineral reserves in the Labrador region, it has been estimated that mineral production should double during the next few years; but with the present intensive prospecting activity extending into the remotest areas of Ungava, it is possible that this rate of growth may be exceeded. The outlook for the forest industries is almost equally favourable, with the world

demand for Canadian newsprint expected to increase with the growth of populations and economic standards. Also, if the present trade barriers between Canada and the United Kingdom created by exchange and dollar-sterling difficulties were eliminated, a better market for Newfoundland products should develop in Great Britain.

The prospects of the fishing industry are more hopeful than they have been for some time. With the present programme of intensive aid by the provincial government and the adoption of more efficient and more mechanized methods of fishing and of processing, it is possible that the slow decline which has overtaken this industry in recent years may be arrested and that some of the old traditional markets for Newfoundland fish products may be regained and new ones captured.

The economy will continue to possess certain basic weaknesses in the foreseeable future. The province is still dependent for its prosperity upon the exports of three or four primary products. As a result it is bound to be affected by fluctuations in world economic conditions. Nevertheless, the improvement in the general economic situation of the island during the past ten years has been remarkable. This is shown by the fact that exodus of population from Newfoundland has slowed down since 1949 and that there has been a counter-movement of native Newfoundlanders back from the Canadian mainland to their former homes. The total income of the residents of the island grew from \$120,000,000 in 1949 to over \$300,000,000 in 1956, and is still increasing. During the same period, the number of motor vehicles on the island rose from 15,000 to 40,000.

Thanks to the extension of roads and modern means of communications, the isolation which was typical of life in Newfoundland in the past is lessening. People in some of the smaller outlying communities are getting the benefits of better educational, medical and hospital facilities, and are being given access to more of the amenities of modern living. Significant of the appetite of Newfoundlanders for luxuries unobtainable a short time ago is the fact that during the first six months after the province's first

*Right:—
Grand Falls on the Hamilton River, Labrador. The falls have a drop of 245 feet — much greater than that of Niagara.*

C. K. Howse

SOME RECENT CHANGES IN THE ECONOMY OF NEWFOUNDLAND

television station came into operation over \$3,000,000 was spent on the purchase of television sets.

There is still a great deal of room for improvement, since the average *per capita* income in Newfoundland remains about one-half of that of Canada as a whole. It has been estimated that over the next twenty-five years \$50,000,-

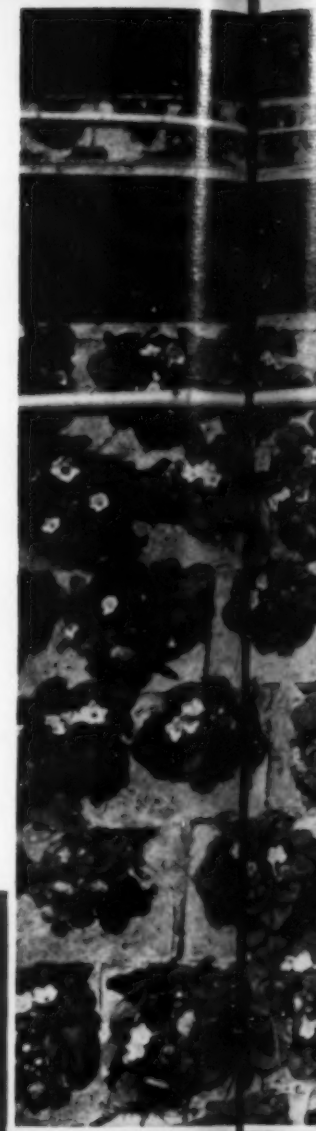
000 must be spent annually on new roads, housing, schools, hospitals and power facilities before the living standards of the province begin to approach those on the mainland. Nevertheless, Newfoundland has made great strides in recent years and is today on the threshold of a new period of economic development and growth.

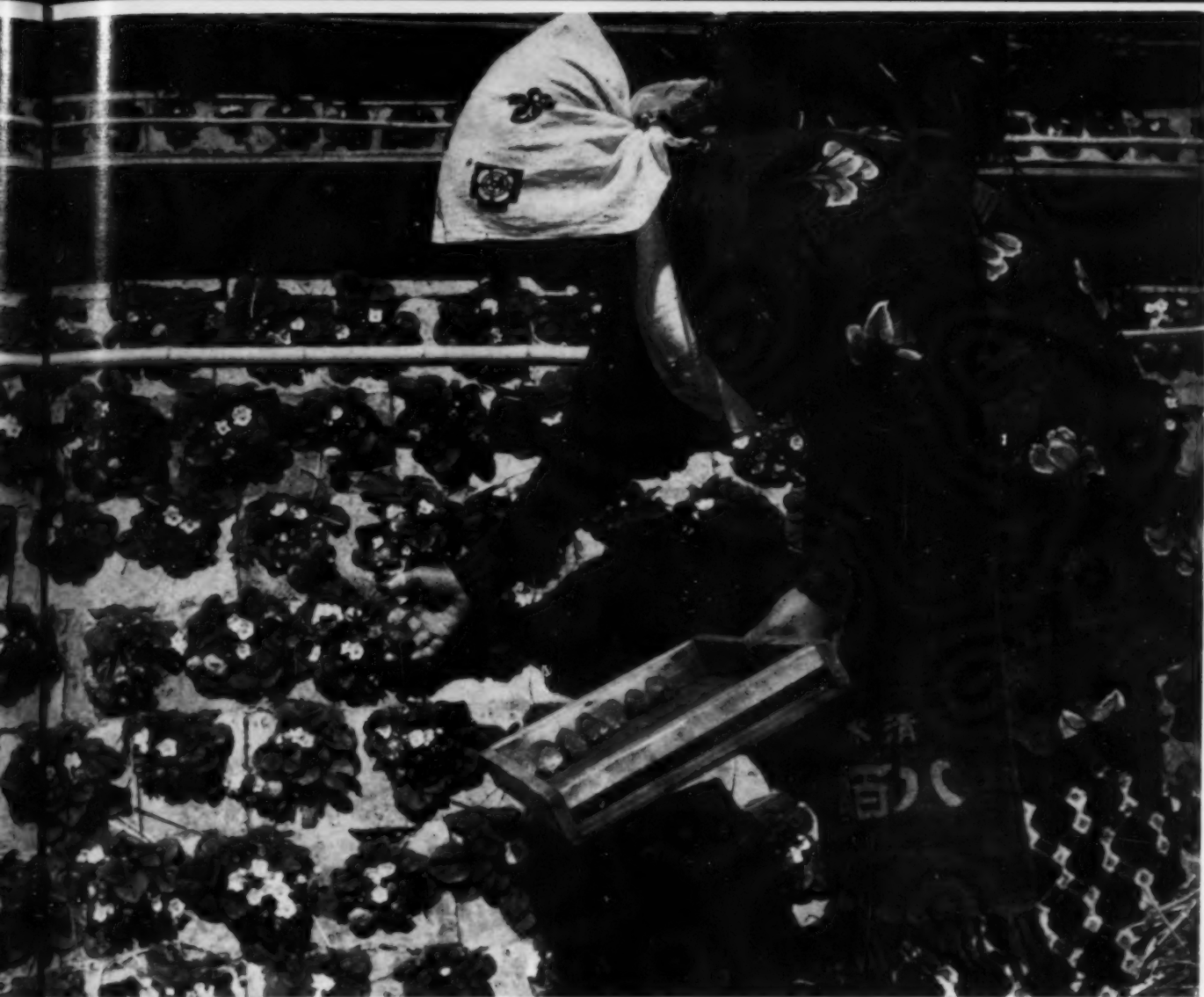


The Fukuba Strawberry of Japan

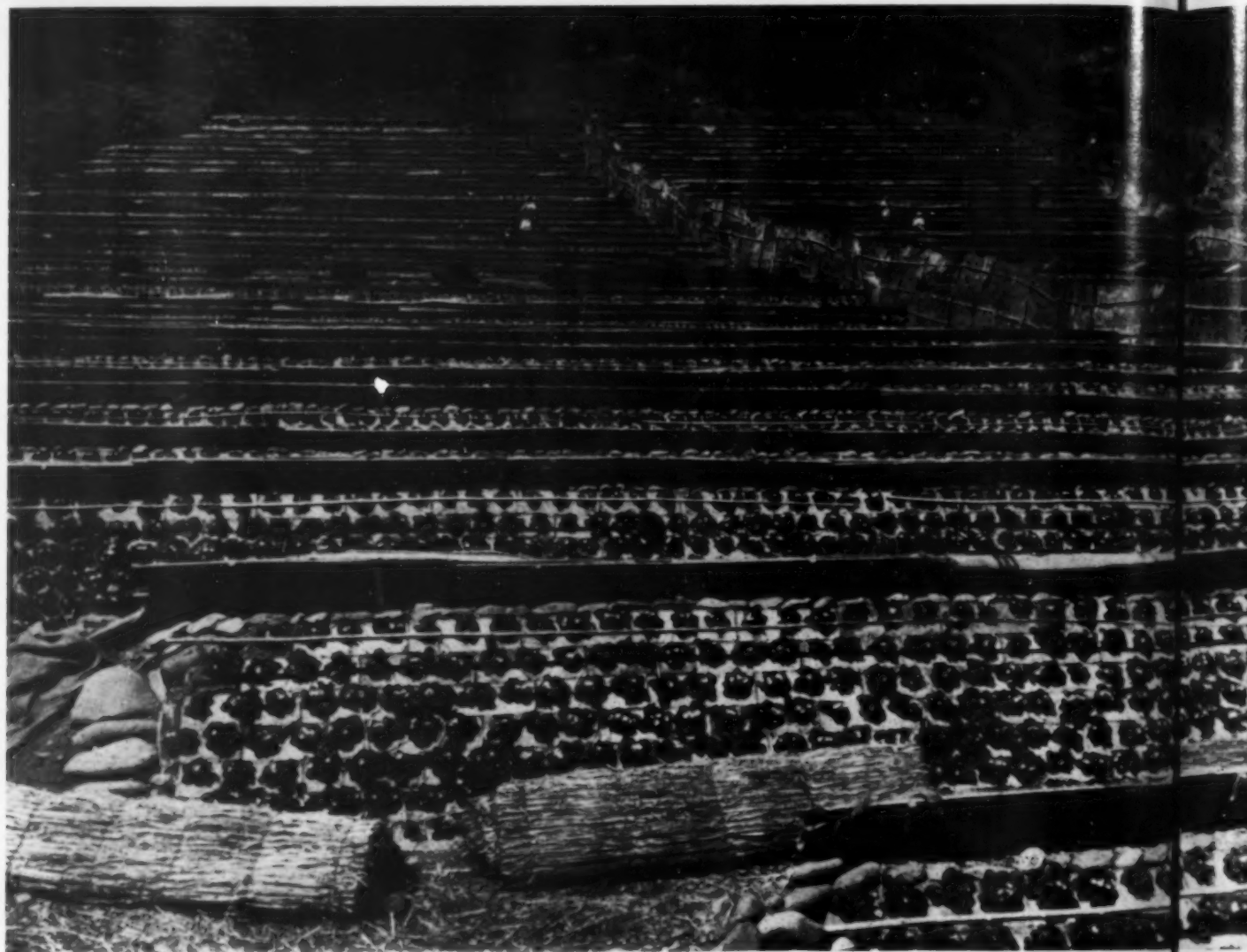
Photographs by Pix Publishing Inc

To cultivate strawberries in mid-winter, without the aid of hot-houses, was the original idea of a peasant of Kuno village and this innovation revolutionized the cultivation of strawberries in Japan. These strawberries grown in the village of Kuno are known throughout Japan as "Fukuba strawberries" and are harvested in time to be shipped to the cities so that they can be served in Japanese homes during Christmas and New Year festivities. Shipments continue from December to April, with the peak of production during the months of February and March. The Fukuba strawberry is approximately three times the size of its North American counterpart.



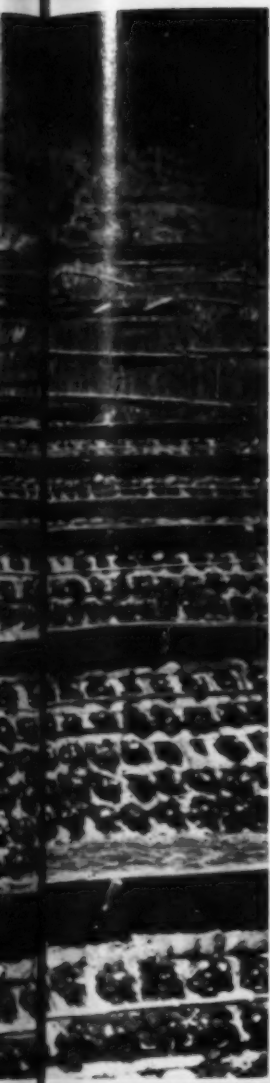


The sunny slopes of Mount Kuno, which had for a long time been barren and useless for any form of agricultural exploitation, are now the scene of cultivation of the big, juicy and succulent strawberries supplied all the year round to the fruiterers in the large cities of the country. The district is five hours journey from Tokyo, and lies in the suburbs of Shizuoka city.



Thanks to the warm current of the Pacific Ocean, the village of Kuno has been famous for its mildness of climate, and even in mid-winter the thermometer seldom falls below fifty degrees Fahrenheit. The original idea was to utilize the radiating heat from stone walls, but these have been replaced by concrete walls which give off better heat. All the southern slopes of the mountain are now terraced with walls, some five or six feet high, on the top of which crevices are made where the strawberry plants may take root. For fertilizer beancake and herring are used, and the quality of the berry improves each year. The quantity of the yearly output, which is now worth about 40,000,000 yen, is also increasing.





The cultivation, picking and packing of these strawberries is mainly done by country lasses. Basking in the brilliant sunshine of this congenial climate, while listening to the caressing sound of the waves and ever protected and blessed by the graceful form of the sacred Mount Fuji, they are as fresh and lovely as the fruit they pick.





Traditional dancing is a popular pastime in Malay villages and rival villages meet to perform their dances and match skills. Dances are accompanied by the music of drums and pipes. They are usually performed in mime with weapons. A Malay dance with swords and shields.



Memories of Malacca

by DOROTHY M. FELS

WE DROVE into Malacca during the short period of tropical twilight, which was just as well, for we could not have known if sundown curfew was in operation. Motoring in Malaya was not popular at the time, since here and there remained isolated pockets of bandit activity and any village or town might be summarily subjected to localized emergency regulations.

It has been said that a paratrooper landing in Malaya might find it difficult to know his precise whereabouts, for the jungle is . . . just jungle, and kampongs and towns are clusters of

154

U.K.I.S. photographs

similar huts and bungalows. Shops have a sameness about them and there is always Main Street, Cross Street, Jalan Sultan, and Jalan 'Abdu'llah. Malacca is different. The town has peculiar charm, and an entrancing air of mediaeval fragrance lingers in the narrow streets, which bear such names as Jonker, Heeren, Goldsmith, Tinsmith, Tanquerah, Bona Vista, and Banda Kaba. These names recall the chequered history which Malacca breathes and cherishes. Her singular pride in the past has produced a fierce pride in the town of today, as the invading Japanese found to their cost.

Local Malays honour the heyday of the Malacca Sultanate of the fifteenth century. Malaccan Chinese trace their ancestry to roughly the same period, for at that time there was much traffic between this flourishing port and China, and considerable competition between East and West for the spice trade. Although these Chinese frequently speak Malay and are firmly integrated within the community, paradoxically they are probably also the most Chinese of all expatriate Chinese in the world, for they have been less exposed to changing social conditions over the centuries. Their traditions remain intact.

Descendants of the Portuguese, who subjugated Malacca in the sixteenth century, continue to use part of the language of their adventurous ancestors. Dutch Eurasians cherish memories of a conquest in the mid-seventeenth century, though it was under Dutch rule that the slow regression began which lost Malacca its place as a port. The Dutch ruled from Batavia (Djakarta as it is now known), and the town became little more than an outpost. These days the port is silting up, and unless Malaccans are to lose the use of it much energy and capital need to be found.

Malacca, the state, with a population of some 293,000, is a quiet, well-integrated community of Malays, Chinese and Indians, and the most stable of all Malayan states. Her mixed peoples live in harmony and are little

disturbed by immigration. Stability rests largely on devotion to the soil, healthy agricultural practices, excellent animal husbandry and a thriving fishing industry. There is comparatively little jungle, and although it has been farmed for 300 years the greater part of the land is in good condition and produces ample yields of coconuts, rice and rubber, with the usual fruit and vegetable crops for local consumption.

There was a time when the mineral resources of Malacca were looked upon as valuable potential. But since the mid-nineteenth century the gold yield has decreased so much that the mines are no longer worked. Tin there was, and is; but higher yields in other states, exhaustion of surface workings, and the silting up of the port of Malacca, which necessitates the use of lighters and the consequent extra handling charges, make export prices somewhat uncompetitive.

The town of Malacca dates back to the dawn of Malay history, and it is not surprising that legends and superstitions abound. They derive from many sources and are nurtured and cherished by the various family groups. The



Malaya has a large Chinese population, which engages energetically in agriculture, mining, commerce and the professions. A Malay woman sells fowl to a Chinese trader.

crest of the town and fort bears the device of a *melaka* tree and a white mouse-deer (the Br'er Rabbit of Malay legend). The story is of the fugitive king of Singapore who rested for a while beneath a tree on the bank of the Bertram River. One of his hounds attacked a mouse-deer, which turned on the dog and drove it into the water. The Rajah was so impressed that he exclaimed, "This is a fortunate land where even the deer are full of courage; we will bide awhile." This they did, naming the settlement after the valiant deer. On the green at the head of the pier there is today a newly planted *melaka* tree.

This is a charming legend, but those of a less romantic turn of mind might rather believe that Malacca derives from the Arabic word *melakat*, a mart, for it is true that this early settlement was visited by Arabs after the spice trade. Marco Polo does not mention Malacca; but the Portuguese historian De Eridia, writing in 1613, gives the date of its foundation as 1398. This may well be true, because the Malay

settlement of Singapore was completely annihilated a few years before and the local Malays migrated to Malacca. Her first ruler, the hero of the *melaka* legend, was probably Indo-Javanese and bore the Indian title *Permaisura*, meaning king.

Off the coast of Malacca are many islands. The largest of these, Pulau Besar, has long been revered as a place of pilgrimage, but has lately degenerated somewhat since it grows increasingly popular with picnic parties. Many centuries ago there lived a great Malaysian pirate-hero, Nakhoda Ragam, whose name struck terror in the hearts of the people of Malacca and Johore States and who had buccaneered his way as far afield as Java, Eastern Borneo and Manila. At that time tales were told of the beauty and grace of Putri Gunong Ledang, the fairy princess of Mount Ophir, and the Nakhoda's reputation for courage and audacity leapt to still greater heights when he sought and won the hand of the fairy princess.

One day Nakhoda Ragam's ship lay anchored

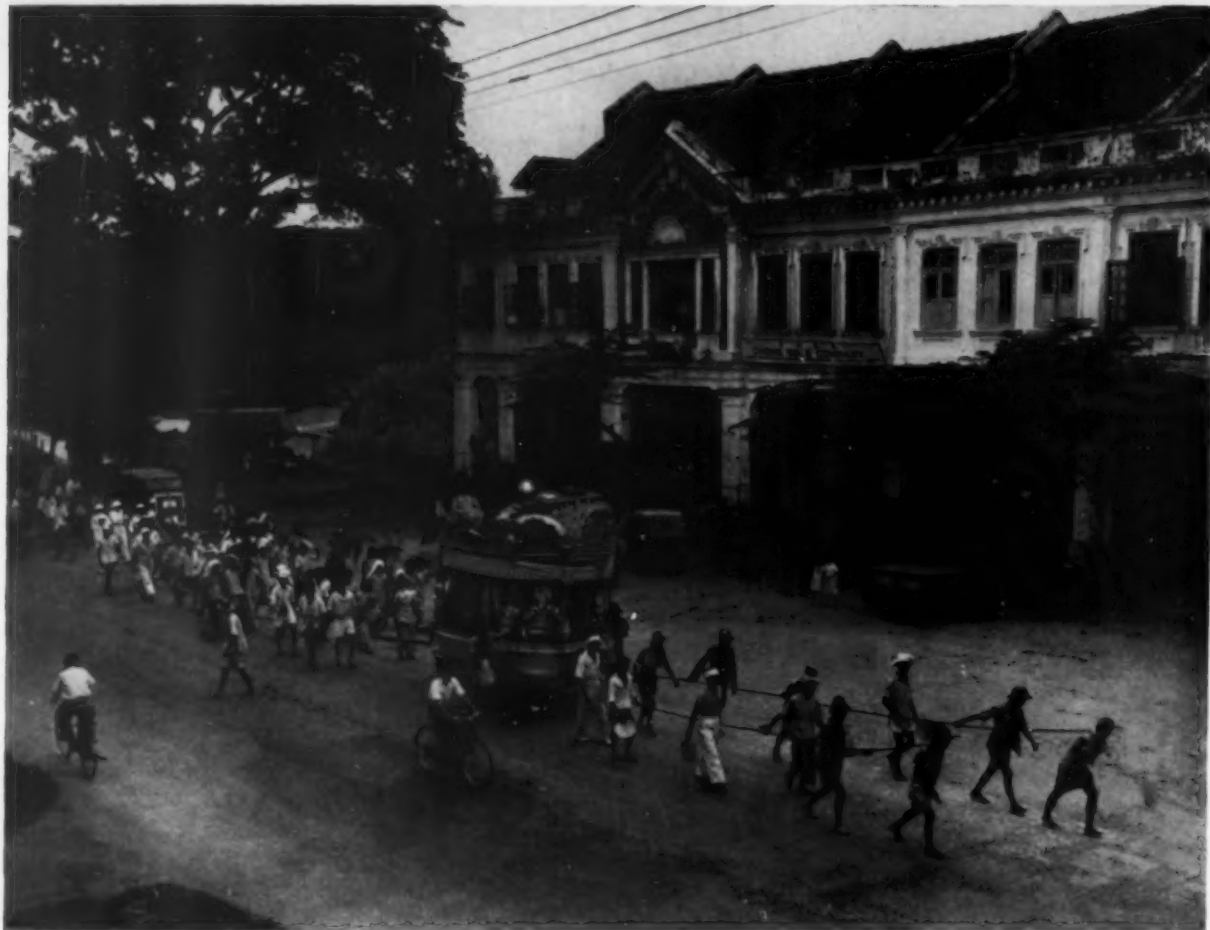


The estimated population of the Federation in 1955 was 6,058,317 of which just under half were Malays. The Malays look chiefly to farming and fishing for their livelihood. Shown here is a Malay fisherman.

Populated rural areas are divided into health districts with centres which have a doctor and a medical staff. Rural maternity and child welfare services are being extended. A mid-wife arrives on foot to attend a case.



Fishermen in Malaya dispose of their catches as quickly as possible because of the inadequate number of refrigerated stores. There is always a good demand. Some fourteen varieties of fish are sold in the markets. Bargaining for fish at a quayside.



A big event of Chinese life is a funeral. The procession is often accompanied by loud music. Here an elaborate hearse is being drawn along the street to the cemetery.





A roadside market. The Chinese women hiding shyly behind the wide-brimmed hats (right) probably came into town at dawn to sell their handfuls of vegetables. In the centre is a vendor of drinks.

Left:—Most of the Malays adhere to the Mohammedan religion. A group is shown at worship inside a mosque.

Right:—Street vendors with stalls of this type are a common sight in Malayan cities. The merchants are usually Chinese. A Chinese shopper, pausing before a stall, seems to be debating price, menu or the vendor's words.



off Malacca, and while the princess was busy sewing in their cabin the warrior in relaxed and playful mood teased her. The princess was not amused, and in the manner of irritated wives threatened him with vague hints of retaliation. "Don't bother me with your tricks just now," she said, "I'm not in the mood. Besides, if I should become *latah* and you were accidentally pricked with my needle you would die." (The modern translation of the Malay word *latah* is "nervous disease," but it may well have meant fey to the people of that day.) The Nakhoda paid no heed to his wife and persisted with his play, and sure enough he was pricked by her needle and died.

The princess said nothing of the accident, but the Nakhoda's crew became suspicious when he did not appear. They were afraid of the princess and dared not enter the cabin, but their fears mounted when an offensive smell permeated the ship. When questioned, the princess said she had lately killed a rat, but her manner did little to soothe their unease. She herself became uneasy when she overheard the men quarrelling among themselves as to which of them should have her.

The second morning after the accident she told the ship's crew to make ready to take her inshore as she wished to bathe. After her bath, as the men were preparing to take her back to the ship, she put on her fairy garments and flew off to her native home in the Gunong Ledang Mountains. Pintu Putri, the door of her chamber, can still be seen as a cleft in the rock a little below the peak to the right of the highest summit, and it is said to be fiercely guarded by a sacred tiger to this very day.

The same night a terrible storm broke up the Nakhoda Ragam's ship, and its debris is scattered about in the form of small islands—Pulau Besar, the largest being the honeymoon cabin; Pulau Hanyat, the kitchen; Pulau Serimbun, the incense-burner; and Pulau Undan, the water-jar, upon which now stands a lighthouse to guide ocean-going ships on their way.

Chinese and Hindu, Portuguese and Dutch relics stand shoulder to shoulder, witness to the march of history. Hindus, Buddhists, Moslems and Christians have each in turn placed a

hand on the brow of this small state, and in due time left her the better or the worse for their intrusion. During the Ming Dynasty Malacca was in close touch with the Emperor of China through a series of visiting ambassadors. The most notable of these was the famous eunuch, Cheng Ho, the admiral-ambassador whose influence spread widely throughout the East. He served five emperors during his sixty-five years. As a result of his many visits to Malacca, resin, camphor and tin were exchanged for silk, tea and porcelain. Since this period of diplomatic exchange, the colour yellow has remained a symbol of royalty in this state.

From a strange mixture of legendary and historic facts emerges the story of a Chinese princess who also visited the town of Malacca during the fifteenth century. She arrived with a retinue of 500 and was accommodated on the hill still known as Bukit China. The most famous of all Sultans, Mansur Shah, received her with due honour, but some confusion surrounds the exact details. It is not certain if the so-called princess Hang Lee Po was actually royal, because the family name of the Ming Dynasty which ruled China at the time was Choo not Hang. If Mansur married her, he may not, therefore, have become the son-in-law of the Emperor of China and their son may not have been a blood relative of the royal family. However, descendants of the visitors encamped on the hill call themselves Beduanda Chinese; the place is still sacred to the Chinese; and their remains lie beneath a thousand tombs. The well at the foot of Bukit China is named Sam Po Koong (Three-Jewel Eunuch) in memory of the famous admiral-ambassador Cheng Ho. The water is said to have medicinal value and it is taken around the town in a tank borne on a bullock-cart.

Bullocks and water-buffalo are used largely as beasts of burden both in the town and in the *padi*-fields. The State of Malacca still has much for the ornithologist and entomologist, although it is not so rich in mammals as many tropical territories. Birds are present in greater variety than in some others of the Malay States. There are tigers, black leopards and wild cats, tapirs and many species of deer.

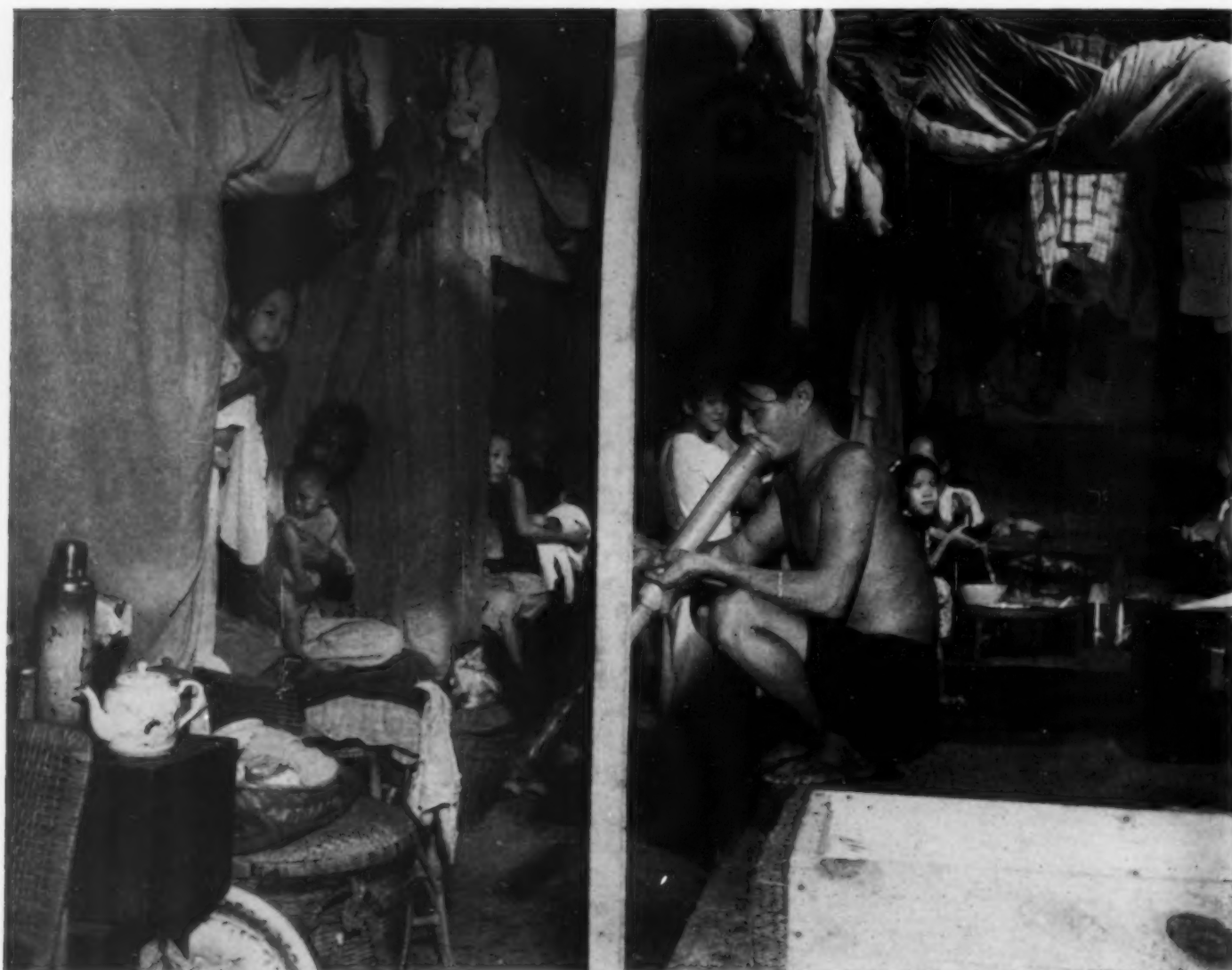


The Chinese theatre has a long tradition and the Chinese in Malaya like to attend familiar plays. Backstage at a Chinese theatre: stars and extras share an untidy congested corridor which serves as dressing room for all.

Wild elephants and one-horned rhinoceroses have virtually disappeared. Snakes, lizards and crocodiles abound, as throughout the Federation. For those who have a mind for it, there is still fair sport ranging from tiger to snipe. No story of Malacca would be complete without some legends about the tiger. Most parts of its anatomy are greatly prized medicinally or as luck charms, not least of these its fine whiskers. A hunter would be foolhardy to take his eyes for one moment from a carcass, for

there are few Malays who would not steal at least a whisker, given the smallest opportunity.

The story is told of a woman who was up with the sun one morning and on the way to market when she saw to her astonishment a tiger lying beside the path. She stood petrified but the tiger did not move. She thought it possible that a member of the Home Guard had shot it and gone for help to carry it away. It seemed to her the perfect moment to acquire a much-coveted whisker, and she looked care-

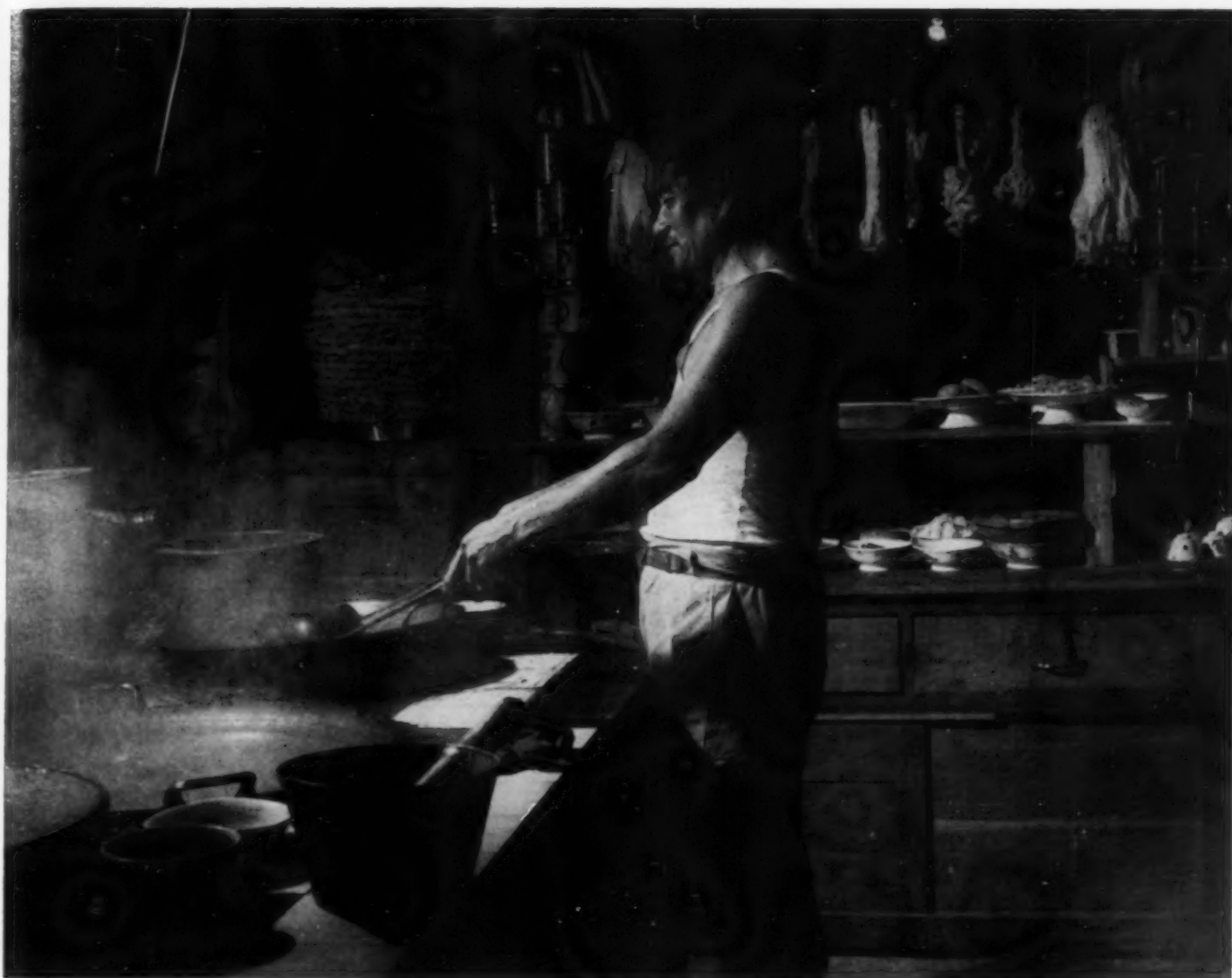


A beehive of activity—and like a beehive in its cell-like divisions—is the kongsi. It is a long wooden building divided into family compartments and occupied by a large number of Chinese. It is to their credit that they generally live amicably even in such crowded quarters.

fully up and down the track to see if anybody was around before she stretched out her hand. The big cat opened its tawny eyes and looked at her. Had she not been frozen to immobility, the woman would hardly have lived to tell the tale. As it was, she and the tiger recovered their senses at the same moment and each leapt away from the other. The tiger vanished in silence; not so the woman, who ran screaming to the village and collapsed in hysterics at the feet of the first person she encountered. Colonel A. Locke, one of the best-known hunters in

Malaya, tells this unlikely story, suggesting that it was a young animal with no experience of human beings that had fortunately fed well the night before and had chosen the short grass beside the track on which to take a nap before making off into the jungle.

The colonel tells many tales of Malay superstitions about tigers, which they both honour and fear. During his many years as a hunter he was frequently reminded that if a snake or monitor lizard crossed the path from right to left on the way to hunt all would be well, but



The Chinese look upon cooking as an art, and it is one for which they are justly famous. The operator of this food-stall in Malaya uses simple utensils but achieves results that might be envied by those who have far more elaborate equipment.

if one crossed from left to right the hunter would return empty-handed. Snakes and lizards abounding, he has had every opportunity to test this theory and confessed, somewhat reluctantly, that evidence within his own experience seems to support the belief.

Wherever tigers abound, it is known that they have a consuming hatred of the domestic cat, and work themselves into a diabolical frenzy, uncharacteristic of their normal behaviour, if they scent one. Malays account for this with a legend which goes back to the birth

of the species. According to the legend, the small cat came into the world first, and when the tiger came along the cat was instructed by the All-Knowing to teach the newcomer everything he had learned. The cat performed the task most diligently, but in his own interests decided to withhold instruction in tree-climbing. The tiger was well pleased with his lessons, but his satisfaction turned to rage when in a moment of extreme emergency he discovered he had not been taught to climb trees. He vowed then and there relentless and



A Malay wedding party. The food for the wedding feast is a special preparation, consisting mainly of rice and chicken cooked with spices and coconuts.

perpetual enmity. It is suggested that the story is substantiated by the fact that the domestic cat is careful to hide his tracks by neatly covering his droppings, while the tiger remains unconcerned how he litters the jungle. Old Malays sometimes refer to the cat as *Che Gu*, a colloquial rendering of Mister Schoolmaster.

The jungle recedes before the encroaching tide of westernization. He who motors through such territory tacitly joins the forces which are relentlessly pushing out of existence the shy creatures, human and animal, whose lives were protected by the jungle's former inviolability. I sought eagerly the chance to explore on foot but time, bandits, and the pardonable reluctance of game wardens to co-operate, all contrived to reduce my experience

of the real Malaya to playing with captive tiger cubs and the odd python.

Few westerners who have lived in the East leave it without regret, and most look longingly over their shoulders for the rest of their days. Perhaps some ancient inherited racial memory accounts in part for this. Malaya has a special fascination, tugging terribly on the heart-strings, and its chorus of cicadas and bullfrogs becomes in retrospect a music unutterably greater and more satisfying than a symphony.

The old order changeth; the East is heavily committed to westernization of a kind horrible to contemplate. Perhaps the Federation, with its gentle, uncompetitive character may hold out longer than other territories peopled with indigenous races of more aggressiveness. Even

For centuries in Malaya and other Asiatic countries rice has been the staple food. A family, seated on mats in the doorway of the house, takes a meal. In her hand the woman holds the all-important bowl of rice.



so, time and progression (*sic*) may yet make of fair and gracious Malacca a Mecca for tourists and my fond hope is to return there before that sad day dawns. Time, I fear, is not on the side of Malacca or me.

* * *

Before the first general election was held in the Federation of Malaya on 27 July 1955, Tunku Abdul Rahman, head of the Alliance Party, which stresses a blending of races to form a Malayan nation, promised his supporters self-government in two years and complete independence in four. Eighty per cent of the electors on the register went to the polls and in all but one constituency they voted for his party. In August of this year the Federation was granted self-government.

The Federation of Malaya consists of the former Straits Settlements of Malacca and Penang, the protected states (sultanates) of

Johore, Kedah, Kelantan, Negri Sembilan, Pahang, Perak, Selangor and Trengganu, and the rajahship of Perlis. Kuala Lumpur in Selangor is the federal capital. Singapore, created a separate colony by Order-in-Council in March 1946, is not part of the Federation. The Federation's total area is 50,690 square miles. The estimated population in 1955 was 6,058,317. Just under half are Malays, nearly two million are Chinese and over a half-million are Indians or Pakistanis.

* * *

Glossary of Malay words:

Kampung — Malay house and compound, village.

Bukit — a small hill.

Gunong — a mountain.

Pulau — an island.

Kuala — river estuary.



The settlement of Fort Steele, perched on bluffs above the Kootenay River.

Fort Steele, British Columbia

by JAMES S. SHACKLETON

Photographs by the author

SLUMBERING peacefully on a quiet stretch of the Kootenay River in south-east British Columbia, the small settlement of Fort Steele has no outward signs of its turbulent past. Fat wooden buildings squat lazily on the flat-topped bluffs above the river. In winter, life snuggles under a snowy blanket, and when summer winds rustle the prairie grasses, cattle and horses browse contentedly.

A few hundred yards east of Fort Steele a bronze plaque on a simple stone monument tells of earlier days—a vivid chapter in the history of British Columbia. In July, 1887, the North West Mounted Police erected their first post in the province for the very good reason that the Kootenay Indians threatened to make war upon white settlers and prospectors.

In south-east British Columbia the outstanding physiographic feature is the Rocky Mountain Trench. Bounded on the east by the steep scarp of one of the Rocky Mountain ranges, this great rift trends north-north-west and is about eight miles wide. The Purcell and Selkirk Ranges form the western wall of the valley.

Meandering within a mile-wide trench cut down one hundred feet or so into the centre of this main valley floor, the Kootenay River flows southward into Montana. The sluggish water is thick and grey with sediment; sections of the river are littered with sand and gravel bars; and stream-braiding and treacherous side currents are a frequent annoyance to canoeists.

On the bluffs overlooking the confluence of the St. Mary River with the Kootenay stands Fort Steele. Four miles of good gravel road

from the settlement connects with the southern trans-provincial highway about seven miles north-east of Cranbrook.

Previous to 1860 the Indians were more or less sole owners of the Kootenay Valley, then wild and inaccessible. David Thompson had first explored the area in April, 1808, when he travelled by canoe down the Kootenay River. A few white men followed in later years, but these were mostly traders and the area remained all but unknown to the outside world. Then, in 1863, gold was discovered on Findlay Creek, a tributary of the Kootenay. In the following spring, miners flocked in from the Cariboo and Idaho over the rough and arduous trails. Almost overnight the Kootenay was on the lips of miners from near and far, who strung out their pack-trains and joined once more in the rush to El Dorado.

Panning the streams on the way up from Idaho, a group of miners discovered gold in the bed of a small stream which enters the Kootenay just below the present site of Fort Steele. The prospectors saw wild horses in the vicinity and promptly named the stream Wild Horse River.

The gold was abundant, even in shallow diggings, so the first miners obtained an immediate reward for their labour. Within a short time 1,000 people were working on Wild Horse River, and a town, named Fisherville, with saloons, restaurants, and a brewery, developed rapidly. Supplies came in from the United States; beef cattle were driven to Fisherville from as far away as Salt Lake City.

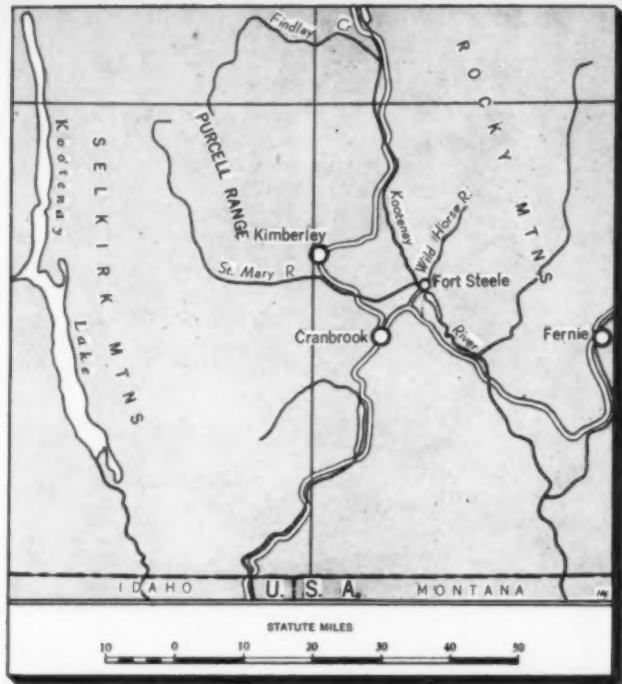
Fortunes were made and lost. One of the

original claims, staked by Robert Dore, became part of a group that yielded a million dollars. What was probably the first hydraulic mining equipment to be used in British Columbia was installed on this claim. In August, 1864, Wild Horse River yielded the largest gold nugget found in the province to that time. It weighed thirty-seven ounces and was worth about \$700. Nuggets of one to nine ounces were not uncommon.

The miners were a motley throng and unscrupulous characters began to take advantage of the more peaceably inclined majority. Many were from the United States mining camps where the law was ignored and gun-play was common. Six-shooters began to appear on Wild Horse River, and open defiance of the law appeared imminent when, at the behest of the government, the Honourable Peter O'Reilly appeared on the scene in the spring of 1865.

As a judge with much experience in the Cariboo mining camps, O'Reilly knew exactly how to handle the situation. Bearded and grim-faced, he called the miners together and made it quite clear that lawlessness would not be tolerated and warned bluntly "... if there is shooting in the Kootenay there will be hanging in the Kootenay." Order was established and over the next few years there was little serious trouble. Eventually, as the diggings grew poorer, men moved away to seek new discoveries. By 1880, there were few white men left in the Wild Horse area.

The local Kootenay Indians had resented the influx of the white man, but in the early days of discovery could do little about it. When, however, the number of prospectors declined, the Indians began to make trouble. This culminated in the murder of two American prospectors in 1884. It was three years before the culprits were jailed, but only to be almost immediately released by a band of Indians. Hundreds of armed Kootenays stood poised ready to wipe out the few remaining white residents. To meet this ugly situation a



North West Mounted Police division, ordered in by the government, arrived at Wild Horse in July, 1887, under the command of Superintendent Sam Steele, a well-known and resolute officer. A police barracks was erected and the new settlement of Fort Steele came into being.

Steele demanded that Chief Isadore of the Kootenays hand over the wanted men, and seeing that little could be gained by defiance of the law, the chief agreed. The prisoners were brought before the superintendent, but they were eventually released for lack of evidence.

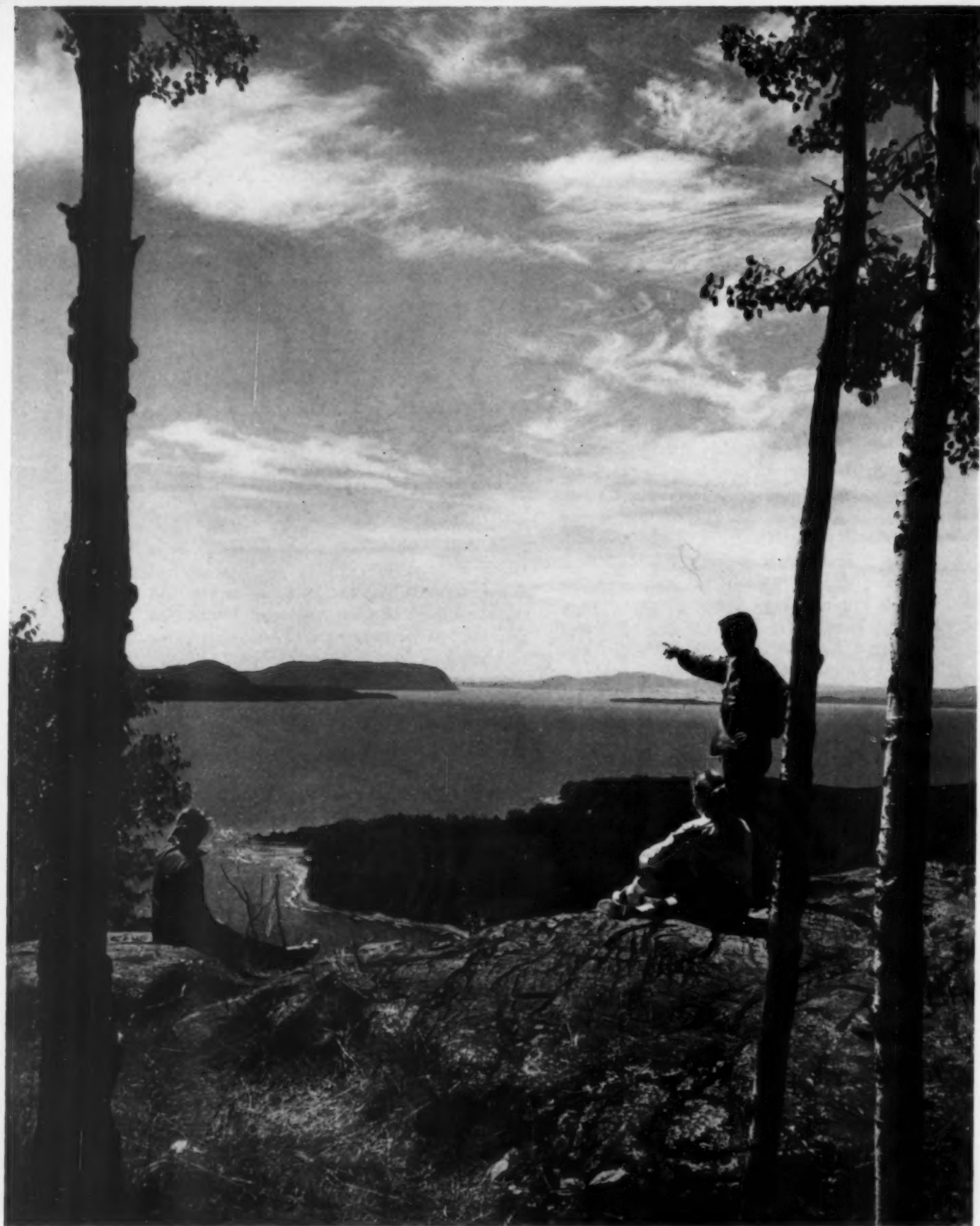
The Kootenays, however, continued to resent the presence of the white man, who in their opinion, had stolen tribal lands and obviously had come to stay. Incidents occurred and Superintendent Steele again summoned Chief Isadore and convinced him that such tactics would only lead to trouble for himself and his tribe. The chief then agreed to live in peace, and gave his word that the Kootenays would respect the law. This promise was faithfully honoured.

When the Mounties departed in August, 1888, Chief Isadore and his family filed past Superintendent Steele to bid him farewell. Tranquility descended upon Fort Steele and has not been disturbed since.

Today, the police barracks are being repaired and preserved, but the sluice boxes and water-wheels are slowly and inexorably disappearing under the gravels from which were extracted almost \$20,000,000 worth of gold.

The entrance to Fort Steele, a peaceful town giving no sign of its turbulent past.





Pictures of the Provinces — XII

The majestic scenery of Lake Superior's north shore, where green wooded hills meet sparkling blue waters, is still little known even to Ontario residents. A favourite view of those familiar with the district is that from Kama Hill, near Rossport, a few miles east of Nipigon.

Ontario Department of Travel and Publicity



Mixed farming is the general agricultural practice in New Brunswick. Her farmers range from the potato kings of the St. John River Valley to small truck gardeners on the outskirts of cities. Never far from the farmlands are the green forests of the province. They cover about eighty per cent of the land.

OBITUARY
Joseph Burr Tyrrell

It is with the greatest regret that we record the death of our Honorary President, Dr. J. B. Tyrrell. He held this important office in the Canadian Geographical Society since its foundation and he brought the weight of his distinguished name and work to bear in the establishment of the Society from its first inception. He died on 26 August at his farm near Agincourt, maintaining his interest and even his activity in matters geological almost to the close of his ninety-eight years.

He came of a pioneering Irish family, and was born at Weston, Ontario in 1858. On graduating from the University of Toronto, he was appointed to the Geological Survey of Canada, and in this service he explored great areas of northern Canada hitherto unknown. The value of his work was greatly enhanced by his exceptional ability in collecting the plants and fossils of these new territories. Many of the pioneer map-making journeys involved very real dangers from risks of starvation, frost-bite and blizzards, but he was indefatigable in his geological and geographical research work, though most of his journeys had to be made on foot, by canoe, or in covered wagon. He mapped the Rocky Mountains before there was any railway; he took part in the Klondike gold rush, and he was the first to certify the existence of coal and oil in Alberta.

Perhaps his greatest services to Canada were his studies in glacial geology and his discovery of the possibilities of the mineral wealth that lay hidden in her rocks and soil. He made extensive publications on these subjects and took a special interest in the Kirkland Lake Gold Mining Company of which he held the office of President till 1954.

He was awarded many honours and he became a life fellow of the Canadian Geographical Society in 1930. He was also a fellow of the Geological Society of London, and of the Geological Society of America.

EDITOR'S NOTE-BOOK

W. E. Greening (*Some Recent Changes in the Economy of Newfoundland*) is a keen student of the history and development of Canada's eastern provinces who has contributed several interesting articles to the Journal in the past. He has also given talks on such subjects on the radio. Mr. Greening lives in Montreal.

* * *

Dorothy M. Fells (*Memories of Malacca*) has travelled extensively and has lived in the Federation of Malaya. She is a freelance writer whose work has appeared in various Canadian publications. She now resides in Toronto.

* * *

James Shackleton (*Fort Steele, British Columbia*) is a freelance writer and photographer with a special interest in the history of British Columbia. He lives at Cranbrook, British Columbia.

* * *

Canada and the West Indies

The following report was prepared for the Canadian Geographical Journal by Professor P. A. Lockwood, Department of Extension, Mount Allison University, Sackville, New Brunswick.

Ten islands of the British West Indies have agreed on a scheme of federation. Officially it will come into operation when the new Governor-General lands in the islands next February. Elections for the first federal parliament will be held the following month.

To the Summer Institute Committee of Mount Allison University in Sackville, New Brunswick, this August seemed an appropriate time to discuss the problems of this new Federation and its relations with Canada. Contact was made with the University College of the West Indies, near Kingston, Jamaica, and Mr. Philip Sherlock, the head of the Extension Department there, agreed to hold an Institute on the theme just prior to the one to be held at Sackville. Thus on the first of August a group from Mount Allison University, with the Mayor of Halifax, Mr. Leonard Kitz, and the Premier of New Brunswick, Mr. Hugh John Flemming, flew off to the meetings in Jamaica. In Kingston they were joined by Professor Alexander Brady of the University of Toronto.

For the meetings which were held a

week or so later at Mount Allison, Mr. Hugh Wooding, a prominent business man, lawyer and former Mayor of Port of Spain, Trinidad, flew back with the Canadian group. Sir Grantley Adams, the Prime Minister of Barbados; Mr. Stephen Moosai Maharaj, Secretary to the Minister of Trade and Culture in Trinidad; and Mr. C. J. Burgess, Assistant Trade Commissioner of the British West Indies in Montreal, also joined the group at Sackville.

Mr. Manley, the Chief Minister of Jamaica, in addressing the meeting at the University College, pointed out that their Federation was a cautious step to unity. If the Federal Government appeared weak that was best for the moment, as it met their own special circumstances. A sense of national unity would grow, he said, as it had grown in the last ten or fifteen years.

Two questions emerged and were heard at both meetings: shipping and emigration. Since the "Lady Boats" had ceased to run there had been no regular shipping service with refrigeration space serving Canada and the West Indies. This was said to be a serious drawback to the development of trade between the two countries. But it was also felt as a serious blow to communication between the islands themselves.

The pressure of population in the West Indies is so great that it seriously threatens any economic advancement that they may make. They are determined to develop their economy, and they will do so if they can get capital assistance from Canada and elsewhere. In this context emigration is a necessary although temporary expedient. Many West Indians have gone to the United Kingdom in recent years; many would like to come to Canada, but the Canadian immigration authorities make it difficult. The West Indians, being most sensitive to these things, assume that they are being discriminated against on the basis of colour.

But if the new Federation is going to start with this complaint against Canada, the Canadian Atlantic Fish Exporters Association has a specific complaint against Jamaica. That island, the Secretary of the Association claimed, has fixed the price of salt cod at the artificially low price of twenty-one cents a pound, with the result that the salt fish industry in the Maritimes is being ruined.

But these were the only differences. On all matters except immigration and salt fish the Canadians and West Indians felt a great deal of mutual sympathy and understanding.

The new West Indian Federation

has close ties with the United Kingdom and in large measure these ties will remain. But there seemed no doubt that the Federation would turn more and more to Canada as its only Commonwealth colleague in the Americas. "We are friends", said Sir Grantley Adams at a final banquet given in his honour by the New Brunswick Government. "We are friends; we want you to be our friends for all time."

AMONGST THE NEW BOOKS

European Refugees

by Malcolm J. Proudfoot

(Northwestern University Press, Evanston, Ill. \$6.50.)

Although the headlines of the world have been sprinkled with the word refugee for some decades now, there is evidence that, ironically, it earlier underwent a long period of comparative disuse. It first appeared in the language to designate the Huguenots who were fortunate enough to escape Louis XIV's dragoons and to cross the Channel. As religious tolerance grew the word lost currency, and when, 100 years later, another body of Frenchmen scrambled thankfully into England, they were euphemistically called *émigrés*. They had fled something new and ominous — political intolerance. The late 1840s saw a mass movement west across the Atlantic, with political pressures again the mainspring (this despite the fact that the biggest single group, the Irish, was driven by famine). Thereafter Europe simmered down, and late Victorian optimists, personified by the historian Bury, looked ahead to ever increasing social and international tranquility. The built-in time-bomb lay all undiscovered. A couple of global wars have modified our views on the evolution of the art of living together. The second war, in particular, entailed forced population movements on a staggering scale. Nor is the story finished: in the spring of 1957, Mr. Lindt, United Nations High Commissioner for Refugees, stated that there were still 50,000 homeless people (equivalent to the population of Kingston, Ontario) as a result of World War II. This did not include later refugees, from Korea and Hungary, for example, who were unsettled.

No less than six years' full-time research has gone into the late Malcolm Proudfoot's book, and the result is at once impressive and depressing. That so vast a quantity

of material has been so skilfully organized makes for impressiveness, but the material itself, the grim — and in parts gruesome — record of man's inhumanity to man, is profoundly depressing. The reader must draw what comfort he may from the fine tale of UNRRA and the IRO and of the splendid services of thousands of men and women in helping restore expellees, fugitives, and captives to something approaching normality. And let it here be said that the author is primarily concerned to present a statistical and administrative study of European refugee movements over the period 1939-52; although he does this with a leavening of narrative and eye-witnessing that gives the report humanistic value.

The coverage is wide. Even air-raid evacuees (on both sides of the line) are dealt with. But the central topic is the sorting out of the demographic chaos that the Allied armies found in the debris of Hitler's Europe in 1945. The western and the Russian forces each liberated nearly 7,000,000 persons in that year. Proudfoot tells what this meant in terms of handling and sheltering and feeding and so on to repatriation — when that last step was feasible. The problems had been foreseen in kind, although their size and thematic variations necessitated a good deal of improvisation and much re-casting of plans and of command. Not the least worry was provided by the malcontents: those who did not want to go back, or who demanded priority treatment — even while the war was still in progress. There is a revealing description of malicious bad behaviour by a group of 1,000 Soviet deportees in France; a high Red Army officer eventually quelled it by the simple device of picking ten men at random and shooting them; and it is not easy to decide which is the more disturbing, the vandalism or the "cure".

The story of those two salients of Nazi infamy, the concentration camps and the genocides, is here retold. We do well to refresh our minds with this curious horror once in a while for its sharp reminder of what can happen to a civilized community when the Yahoos take over in the name of efficiency and patriotism. It is a pity no Goya was alive to immortalize these latter-day *désastres de la guerre*, and, be it always remembered, *de la paix*.

N. T. GRIDGEMAN

Mr. N. T. Gridgeman is a statistician working in the Applied Biology Division of the National Research Council. He has made a special study of vitamins. (Continued on page XIII)

Sow the Seeds of Success

at... "MY BANK"

TO 2 MILLION CANADIANS

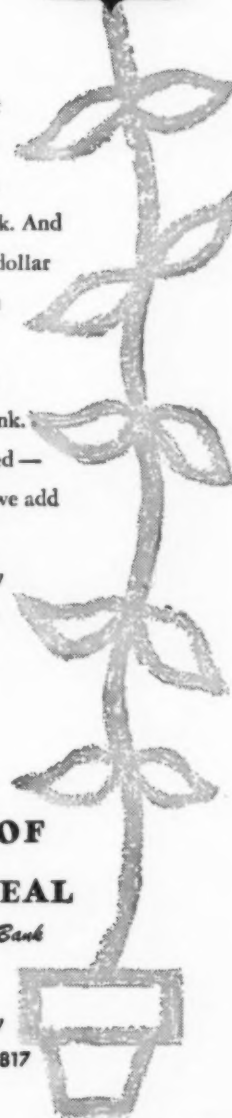


There's no better way to cultivate success than with money in the Bank. And it takes only one dollar and three minutes to plant your "success fund" at Canada's First Bank. You'll be surprised — with the interest we add — how quickly your savings grow if nourished with regular deposits.

BANK OF MONTREAL

Canada's First Bank

working with
Canadians in every
walk of life since 1817



SP-340



THE TRAVEL CORNER



England remains a prime favourite of Canadian travellers. A view of the High Street of Guilford, Surrey.

British Council photograph

Preparations for Travel

There are a good many people who return home complaining about the difficulties and inconveniences of international travel, not realizing that a little attention beforehand to details would have made their journeys pleasanter. One of the easiest ways of avoiding worry and unnecessary expense is by consulting a reputable travel agent. The better travel agencies make every effort to keep abreast of regulations pertaining to passports, visas, customs duties, and develop-

ments in the transportation, hotel and resort businesses. Usually there is no charge to travellers for their services; however, small fees are charged for planning all-expense tours for groups or special tours for individuals and occasionally for reserving rooms in hotels which do not pay commissions to travel agents.

Probably the piece of advice most often repeated to novices and most frequently ignored is: travel light. It remains sound advice, for cumbersome or numerous pieces of luggage

can turn a trip into a nightmare. The most practical guide to packing is climate: guesswork may lead to acute discomfort, as anyone knows who has been caught with heavy woollens in a humid tropical place.

The most convenient way of carrying money is in the form of travellers' cheques in American dollars. It is also helpful to have some American money in cash and small sums of foreign currencies. Before making purchases abroad, travellers should acquaint themselves with customs regulations; ignorance of the law can be expensive and embarrassing.

Every year a few people who neglected to book return passage to Canada find themselves stranded far from home, sometimes with sadly depleted resources. This should always be done before leaving the country. Connections to be made *en route* should be checked well in advance; for errors, forgetfulness and altered timetables can ruin an itinerary. If possible, reservations for the busy spring-to-fall period at European hotels should be made several months ahead. The same applies to those in popular North and South American resorts during their busy seasons. In the Middle East, Africa and Asia, where hotel space is more limited, it is advisable to obtain confirmed reservations at least eight weeks before arriving.

Special regulations govern the export and import of motor vehicles, so it is well to be certain about these before arranging to ship a Canadian automobile into a foreign country or purchase a new one abroad. Most travel agents have information about this, as well as about the rental of vehicles in other countries, motoring across borders, and so on.

Although the general trend today is to simplify documentary requirements for international travel, they still vary considerably in different parts of the world. Consequently, travellers must investigate them carefully through the appropriate embassies, consulates and other official agencies and allow time to obtain the necessary papers.

Foreign countries usually require a valid passport. There are various exceptions where proof of identity and Canadian citizenship suffice for visits of limited duration — for example, the United States, Bermuda, the Bahamas and the West Indies. Some require visas, some do not. Sometimes, when a traveller is merely passing through one country into another, a transit visa is adequate. Certain countries ask for exit visas when one is leaving, but most do not. Visas are obtained through the various missions of foreign governments in Canada.

Requests for information about passports and visas should be addressed to the Passport Officer, Department of External Affairs, Ottawa.

Besides passports and visas, health documents and valid immunization certificates are often required. The only vaccination certificate recognized by all nations is the International Certificate of Vaccination, completed and signed by the individual's doctor and stamped by a government health authority. Smallpox vaccination, though not required in all European countries, is a prerequisite for gaining re-admittance to Canada, so it is just as well to have one at the outset when visiting Europe. Some countries, especially in Latin America, require a personal health certificate, signed by a Canadian doctor and approved by a government health official. Some ask for proof of inoculation against specific diseases, such as yellow fever and cholera. It is not mandatory for travellers to be vaccinated against typhoid and paratyphoid, tetanus, typhus or diphtheria, but it is prudent to do so. In a few countries periods of isolation are imposed on persons failing to present valid certificates of vaccination against certain diseases. Because regulations about health documents differ greatly from country to country, before going abroad it is best to obtain specific information from the Department of National Health and Welfare at Ottawa.

Coach Tours from Shannon

Coras Iompair Eireann, Ireland's transport authority, is operating two-day tours by motor coach from Shannon airport. The coaches leave every morning except Saturday and travel to Killarney by way of Limerick, Adare, Rathkeale, Abbeyfeale, Castleisland and Farranfore. The first night is spent at Killarney's Great Southern Hotel. The next day the tour continues to Cork by way of Ballyvourney, Macroom, Dripsey and Blarney. At four o'clock in the afternoon passengers leave for Shannon. Dinner, room and breakfast are provided at the airport. The cost of the entire trip is \$38. Reservations should be made before crossing the Atlantic through travel agents or Irish Railways, 69 Yonge Street, Toronto.

Bermuda Golf Tournament

The fifth annual Bermuda Goodwill Golf Tournament will be held 4-6 December 1957. It is expected that about eighty teams from Bermuda, the United States and Canada will take part. Daily eighteen-hole rounds will be played at the Mid-Ocean Club, Riddell's Bay Golf and

(Continued on page XIII)

Fancy free at 63

(OR WHENEVER YOU RETIRE)

When retirement brings

the time for those things

you have always wanted

to do, your Sun Life insurance

can give you the money

to do them.

To find out how easily you
can provide yourself with a life income
from the time you retire, fill in
and mail the coupon below.

SUN LIFE OF CANADA

218 SUN LIFE BUILDING, MONTREAL

Please send me information on Sun Life's retirement income plans.

NAME

ADDRESS

DATE OF BIRTH

CANADIAN JAVELIN LIMITED

(Incorporated 1951 - The Companies Act)

GENERAL OFFICES

DOMINION SQUARE BUILDING

MONTREAL, P.Q.

MINING PROPERTIES

(Iron, Titanium and Manganese Ores)

- 1.—Labrador and Newfoundland
(30,000 sq. mile concession, minerals and timber).
- 2.—Cantons Tache Bourget & Saguenay, Prov. Quebec
- 3.—Province Atacama, Chile, South America

SUBSIDIARIES

Julian Iron Corporation

Jubilee Iron Corporation

Simone Iron Corporation

Javelin Realities Limited

Inter-American Minerals Corporation

(Continued from page XII)

Country Club and Belmont Manor Golf Club. The competition will be followed on 8 December by the second annual Bermuda Goodwill Pro Championship, which will be held at the Mid-Ocean Club.

Railway and Seaway

Canadian National Railways are now making full use of the forty-mile section of new railway between Cornwall and Cardinal, Ontario, which passes around the area which is to be flooded next year as part of the St. Lawrence Seaway project. The old railway stations have been closed and new ones have been opened at Cornwall, Long Sault, Ingleside, Morrisburg and Iroquois.

The Inter-American Highway

It is expected that the 3,200-mile-long Inter-American Highway under construction from the United States to Panama will be completed in 1960. Already some sections of it are being used. By 1st December 1957 traffic will be able to pass through Guatemala to San José, Costa Rica.

* * *

Amongst The New Books (Continued)

Northland Trails

by S. C. Ellis

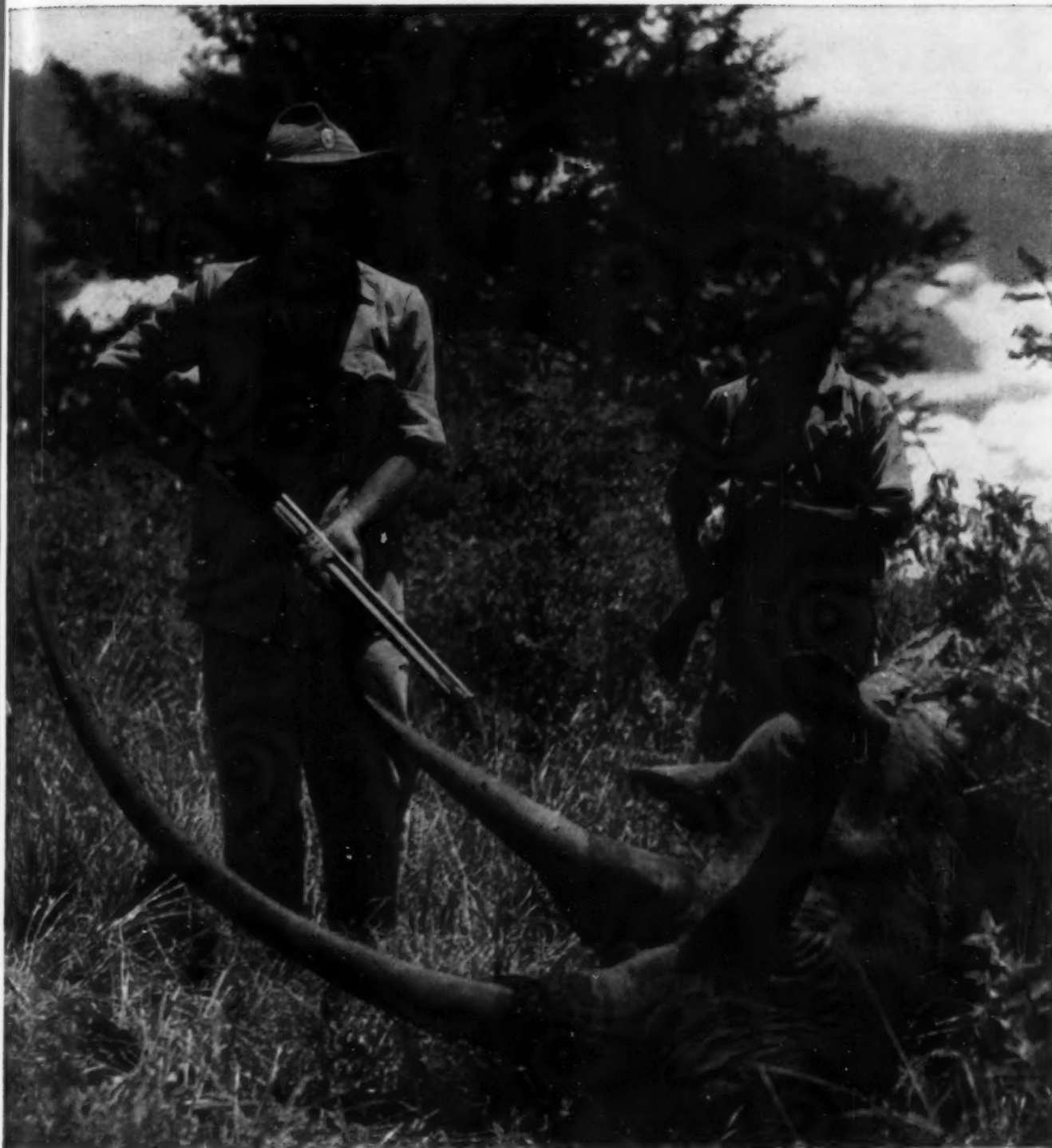
(Burns and MacEachern, Toronto.
\$3.50.)

This book is a new and revised edition of an earlier publication (of the same title in 1942) by a man who has had wide experience in working and travelling in northern Canada. It is a compilation of prose and poetry, abundantly illustrated with sketches by the author.

As the author states in his preface, the book is an attempt to convey to those unfamiliar with northern Canada something of its atmosphere and the spirit of its people. An intermixture of poetry and prose is used for these purposes, to describe vanished arts and the men who performed them, such as those who poled canoes and York boats up the large rivers of the north. "The Polesman", "Canadian Voyageurs", "Rendezvous" and "White Water" are poems dedicated to these long-since-gone elements of early Canadian life.

Many of the works are descriptive, portraying with imagery, the music, the colour and the vitality of northern scenes. Poems such as "The Siren", "My Lullaby", "My Symphony" and "Campfire" are examples of this type. Other poems are nostalgic, recalling the camaraderie and pleasures of living in the wilderness.

(Continued on page XV)



He's a day away from Montreal

What a difference a day makes . . . when you fly BOAC! For instance, you can leave Montreal late Thursday afternoon and be 'on safari' Saturday morning!

Sounds incredible? Not a bit! BOAC's swift new DC-7C airliners now provide the world's *fastest* transatlantic travel . . . Montreal to London *non-stop*. And superb jet-prop

Britannias offer connecting services from Britain to Africa (and elsewhere) at speeds of 6 miles a minute.

In fact, every day the broad-winged planes of British Overseas Airways Corporation girdle the globe—flying a vast network of air routes serving 'round-the-world' travelers.

So, whether for business or pleasure, let

BOAC be your 'magic carpet' to far-off places. Travel any way you wish—De Luxe, First Class or Tourist. Choose your own itinerary—with stop-over privileges at places of special interest. And en route fly the finest. All over the world BOAC takes good care of you.

See your Travel Agent, Railway Ticket Office or

BRITISH OVERSEAS AIRWAYS CORPORATION

MONTREAL • TORONTO • WINNIPEG • VANCOUVER

fly  **B.O.A.C.**
WORLD LEADER IN AIR TRAVEL

(Continued from page XIII)

The author has contributed eighty-four pages of prose depicting, as in the poems, the character of the north country and the men and women who spent their lives in it. "Laloche Portage" is a valuable contribution to the knowledge of the Canadian fur trade. Those who have been lost in the boreal forest will appreciate the impact of "The Blazed Tree". The essay, "The Call", attempts to portray the growing attraction the wilderness has for a man who leaves the city to take up the trapper's mode of life.

There is a curious blend of naïvety and reality in the writings of Ells, naïvety when he discusses the motivations of men but reality when he deals with some aspects of the character of the wilderness. His descriptions of pioneers, generally, are painted too vividly and the violence of the northern wilderness as he depicts it suggest a rather constant state of war between man and his environment. One might suspect that men and their motives were less noble and were more complex than Ells suggests.

Much of the romance of early forms of transportation and of living has disappeared with mechanization of travel. The progress of human

minds and culture cannot be stopped easily, for humanity does not live solely in the past. Romance remains in the modern age; only its expressions have changed.

Unhappily the book has quite a few typographical errors and misspellings. The reference to Piltown man in the poem "Children of the Dawn" was valid when the first edition of the book was published, but might have been corrected, along with printing errors, when this new edition was being prepared for press.

It is useful at this particular time of development of northern Canada, to recall the courage and hardiness of the men and women whose travels and labours in earlier times contributed so much to the knowledge of our north. The romance of their more primitive way of life may be disappearing from the Canadian scene; but if this is so, it is largely because a new generation as vigorous as the old, is writing another chapter in the history of our last frontier.

JOHN S. TENER

Mr. John Tener is the supervising wildlife biologist, Eastern Arctic Section, Canadian Wildlife Service, National Parks Branch.

A World Geography of Forest Resources

Edited by Stephen Haden-Guest, John K. Wright, and Eileen M. Techaff

(Ronald Press, New York, \$12.50)

Zon and Sparhawk's *Forest Resources of the World* (1923) has long been out of print and until now has had no successor. This situation and also the interest aroused by the American Geographical Society's *World Geography of Petroleum* (1950) prompted Mr. Haden-Guest to propose a text entitled *World Geography of Forest Resources*.

The list of the thirty-five authors is impressive and definitely international in scope. In general each author handles the separate field in which he is best qualified.

The first section of the volume, consisting of five chapters, considers the historical background of forests, the relationships of forests to rainfall and temperature, forestry practices, and forest products industries. Throughout this section and also in the final section numerous references are made to the forests of North America. This has led to some confusion since in several instances the Canadian portion of North America

TIME TO THINK ABOUT CHRISTMAS...

A Thoughtful Gift

Memberships in The Canadian Geographical Society are delightful lasting gifts for everybody. Children enjoy the pictures and gain much knowledge. Adults acquire fresh insights into Canada's past and learn more about her present.

Your thoughtfulness will be appreciated anew with the arrival of each month's issue of the
Canadian Geographical Journal.

A Simple Way to Shop

Just send the names and addresses of those to whom you wish to give the magazine, together with \$5 for each annual membership to: The Canadian Geographical Society, 54 Park Avenue, Ottawa. A gift card will be sent to each recipient in time for Christmas.

has not been analysed before making these general statements. For example, "In North America... the bulk of forest land is under private ownership" refers only to the United States.

The second section is a regional discussion of the forests of the world as a source of raw materials. In some cases the regional breakdown is limited to one country, though in others the description covers a geographical region consisting of several countries. The forest description of each country or region includes an appraisal of forest wealth, land tenure, forest industries, and forest policy. In some instances a discussion of forest management and future trends is included. It is unfortunate that the forests of South America are dismissed in one short chapter. This immense area has extremely diversified forests and the reader finds himself covering the entire Brazilian forest in a page and a half.

The third section deals with the future of present-day forests. It discusses the demand for forest products, the contest between agricultural and forestry use of land, and trends in the science of forestry. This chapter is thought-provoking, well written and in the mind of the reviewer a welcome addition to the text.

There are numerous maps and charts. More than one hundred excellent photographs are grouped in the latter portion of the volume. A few of the illustrative titles are not fully descriptive, but aside from this, the photographs do much to enhance the text and capture the reader's interest.

For those readers who wish more detailed information, a list of selected references follows each chapter. A short bibliographical note at the end is of exceptional quality although it is by no means exhaustive in detail. For ease in using this text as a quick reference there are both botanical and general indexes.

As is the case of many symposium texts, preparation was prolonged and statistical information was outdated by the time the volume was finally published. The latest statistics available to the reader are for 1953, with the majority of statistics dated between 1949 and 1952.

A World Geography of Forest Resources definitely fills a gap which has existed for many years in forestry reference texts. The reader will find it well written, well organized and reliable.

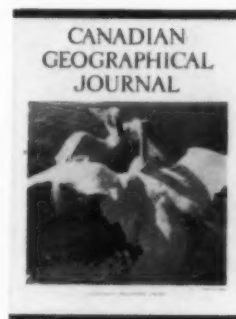
HAROLD M. BABCOCK.

Mr. H. M. Babcock is forest economist in the Forestry Branch of the Department of Northern Affairs and National Resources.

THE CANADIAN GEOGRAPHICAL SOCIETY and CANADIAN GEOGRAPHICAL JOURNAL

MEMBERSHIP FEES

including
subscription to the
Canadian Geographical Journal
twelve issues per year



Annual Membership Fees	\$5.00
Gift Membership Fees paid by non-members	\$5.00
Gift Membership Fees paid by members	\$4.00
Annual Fellowship Fees	\$6.00
Life Membership Fees	\$100.00
Life Fellowship Fees	\$100.00

The above fees apply in all parts of the world

Annual Membership Fees paid by elementary and secondary schools and teachers in Canada only	\$4.00
---	--------

All fees must be sent direct to the Society — payment through subscription agencies not acceptable

The Canadian Geographical Society
54 Park Avenue

Ottawa 4



Canada

EUROPEAN and STERLING AREA MEMBERS

Receive the
CANADIAN GEOGRAPHICAL JOURNAL
by post every month

Annual Membership Fees \$5.00, payable in sterling, 36/- to the European Representative of The Canadian Geographical Society

W. H. CORKILL
THE MEAD, WEST DUMPTON LANE • RAMSGATE, ENGLAND



**A complete
advertising
production service**

rapid grip and
Batten
limited

- Creative Artists
- Commercial Photographers
- Photo-Engravers
- Electrotypes
- Stereotypers
- Wax Line Engravers
- Offset Plates
- Rubber, Para-Plastic Plates
- Newspaper Features
- Advertising Services



TORONTO - MONTREAL
OTTAWA - WINNIPEG

Native Tribes of Canada

by Douglas Leechman

(Toronto: W. J. Gage and Company Limited. \$4.00)

Though the Indians of America have been described repeatedly since the time of Columbus, interest in them has never waned. The small boy of 1957 may regard Canadian history as "dull", but he finds an exception when the Indians are concerned; and he still likes to make a bow, wear a feathered head-dress and pretend to be a Sioux or an Iroquois. Paradoxically, this wide interest has not led to accurate knowledge of the Indians; indeed it may have been instrumental in spreading and preserving misconceptions. *The Native Tribes of Canada* has been written to give the layman a readable summary of the life of the Canadian Indians, and to provide answers for the parent or teacher to questions about these first Canadians. Let it be said at once that Leechman has done a splendid job. This book will be used in school libraries from coast to coast. And though Leechman does not attempt to promote better relations between white and Indian, a spreading of knowledge is the best way of combatting feelings of superiority which should have no place in our Canadian way of life.

Wisely or unwisely (and the reviewer feels that an introduction would have been helpful to explain the purpose of the book and the "level" for which it was written) Leechman begins directly and logically with a short chapter on the ignorance of the early explorers concerning the Indians, and the misconceptions that inevitably ensued. Many of these have become fixed in the literature, like the word *Indian* itself, based on the geographical error of Columbus who thought that in reaching Haiti he was near India. The author follows this with a clear exposition of the racial history of the Indians in the light of modern science.

For the main part of the book Leechman follows a geographical pattern. Recognizing that environmental factors have dominated Indian life, he has divided Canada into seven Indian areas, each corresponding to geographical regions. These are: (1) The Eastern Woodlands occupied by Algonkian-speaking hunters, (2) The corn belt of southern Ontario, the home of the Iroquoians, (3) The Prairies with bison-hunters of diverse linguistic stocks, (4) The Eskimo of the Arctic, (5) The huge spruce and muskeg region of the Northwest Territories with scattered Athapaskans, (6) The interior of British Columbia, and, finally (7) The Northwest Coast

with its villages of sedentary fishermen. For each area his description follows the same pattern. First is a description of the environment, then of the tools, manufactures, and way of life, followed by paragraphs on social structure, religion, art, games and so forth. The presentation is orderly and logical, and the writing clear and simple.

Leechman is at his best in his descriptions of how things are made, what the costumes or houses were like, and how animals were hunted or corn planted. Practical himself, his interests are reflected in his writing. The line drawings which do so much to aid his descriptions are appropriate and informative — only one, that of a skin container from the Plains on page 119, impressed this reviewer as not being clear. On the other hand his descriptions of social or religious rituals are less meaningful; that of the Sun Dance (page 135) and of the Kwakiutl secret societies (page 309) do not bring out the intricate complexities which were so important in these tribes.

Remembering that this is a book for the layman, not the specialist, criticisms must fall within its terms of reference. Nowhere is there any mention that Leechman is himself a distinguished anthropologist who has worked in all the areas which he describes, and has added appreciably to knowledge of the Indians and was for many years on the staff of the National Museum. There is no anecdotal material; in fact, Leechman refers repeatedly to the findings of scientists. This complete detachment lessens the appeal of the book to the lay reader. The absence of foot-notes is, in general, not only justifiable, but desirable, but the reader who is interested, for example, in folk-tales would like to know the sources of the examples quoted. Likewise it would be helpful to know where some of the specimens illustrated, presumably museum specimens, are to be found. This is particularly relevant for unusual pieces like the Loucheux cradle (page 215) or the digging-stick from the interior of British Columbia (page 236). And surely a bibliography would have been more helpful and stimulating than the glossary which includes definitions of such words as "snare" and "intricate".

Perhaps we are not ready in Canada for a popular book which can, at the same time assume a desire on the part of readers to look further and more deeply, having been stimulated by their reading. If this is true we are the losers. But we can be grateful that a scholar of Leechman's calibre has provided a clear and accurate picture of Indian life, coloured

neither by superciliousness nor sentiment.

T. F. MACILWRAITH

Dr. T. F. MacIlwraith is head of the Department of Anthropology at the University of Toronto.

* * *

I Found Canada Abroad

by Robert Moon

(The Ryerson Press, Toronto. \$4.00)

This book is a clever synthesis of those elements that make and sustain Canada's reputation abroad. It came into being through the far-sighted and generous policy of that great newspaper proprietor, Lord Kemsley, and the opportunity he gives every year to four young journalists from the far corners of the Commonwealth to become acquainted with that ancient rock from which their nations were hewn. The author of this book is one of the fortunate Canadian representatives chosen for this team, and during his European wanderings he has endeavoured to fulfil the ideal which Lord Kemsley has set before his young guests — to do everything possible to strengthen the bonds between the Commonwealth and the home country. The author has brought the viewpoint of the Canadian prairies to bear on Great Britain both in working and in holiday mood, on the NATO Headquarters in Paris, across Europe to the Near East, and to those lands whence men have fled from Communist domination to seek the freedom of Canadian citizenship.

He looked for and found origins of the Canadian people both in Britain and in France, and he also found the strong current of Canadian penetration today flowing eastward from the New World to the Old, retracing the steps of the early pioneers from Europe. The book certainly lives up to its title, and carries with it a certain air of breathlessness in fitting from place to place and from fact to fact. There is much of the well-founded guide book in its chapters, always journalistic, and always interesting. The illustrations set together in the middle of the book are particularly well chosen, but a few more would have been welcome, and an index would have made the book more useful. It is rather disappointing to find that at the end of 156 pages the book merely leaves off, with the abruptness of a newspaper column that has filled the exact quota in its number of words. There is not even the briefest summary of ideas or reactions concerning this exceptionally fruitful assignment.

SYLVIA SEELEY



Royal Bank Manager watches Barbados* molasses being shipped to Canada

Down on the dock, this Barbados branch manager is "seeing off" a shipment of molasses as it is piped aboard. He has more than a casual interest. The Royal Bank helped the exporter to buy from local producers by providing necessary financing. It looked after exchange; arranged a Letter of Credit; took care of other financial details that are part of the process of trade between nations. In addition, this Royal Bank manager supplies his export customers with first-hand information on Canadian markets, buying habits, economic trends.

Canadian businessmen, in turn, can benefit from his on-the-ground knowledge of trade opportunities in the West Indies area. You can get in touch with him through your own local Royal Bank branch.

**Established in Barbados since 1911*

THE ROYAL BANK OF CANADA

Over 875 branches in Canada, the West Indies, Central and South America;
offices in New York, London and Paris.

ASSETS EXCEED 3½ BILLION DOLLARS

GEOGRAPHICAL ASPECTS OF OUR PROVINCES



- Useful in home or office
- Helpful aid to students



Set of 10 attractive booklets boxed for mailing — 320 pages in all, with 450 illustrations, 13 maps, historical sketches and notes on places of interest.



**NEW
LOW
PRICE**

... to Members, \$1.75 per set postpaid
... to Non-members, \$2.75 per set
Companion booklet, Yukon Territory, 25c

Order direct from:

*The Canadian Geographical
Society*

54 Park Avenue

Ottawa 4, Canada

XIX



**THE
MILDEST
BEST-TASTING
CIGARETTE**



MORE FINE
CANADIAN PRINTING
APPEARS ON

Provincial Papers

THAN ON ANY
OTHER KIND...

Provincial Paper Limited
TORONTO, MONTREAL, WINNIPEG

• PRINTING

• LITHOGRAPHY

• CREATIVE DESIGN

• PHOTO-ENGRAVING

Gazette
PRINTING COMPANY
(LIMITED)

MONTREAL'S FIRST PRINTER

Established in 1776

UN. 6-3561

1000 St. Antoine St., Montreal